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The Hongkong Telegraph

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SATURDAY, MARCH 17, 1928.

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ROYAL OAK AFFAIR SECURITY.

COMPROMISE TRIED BY SIR ROGER KEYES.

TWO OBJECTING OFFICERS VISIT ADMIRALTY.

PERSONAL ANIMOSITY.

Malta, Mar. 16.
An unofficial version of the incident on board the battleship "Royal Oak" is that the affair started with a formulated complaint and culminated in personal disagreements between Rear-Admiral Bernard Collard, Captain Kenneth Dewar and Commander H. M. Daniel.
The Commander-in-Chief of the Mediterranean Fleet, Admiral Sir Roger Keyes, tried to pour oil on troubled waters by suggesting, as the only possible solution, that Rear-Admiral Collard transfer his flag to H. M. S. Resolution.
This, apparently, did not appeal to Rear-Admiral Collard, and therefore, Sir Roger Keyes granted his request for permission to haul down his flag.
Captain Dewar and Commander Daniel left for England.—*Reuter.*

Visit Admiralty.

London, Mar. 16.
The newspapers state that Captain Dewar and Commander Daniel are now in England and visited the Admiralty to-day.—*British Wireless.*

Malta, Mar. 16.
The only information vouchsafed by the naval authorities as regards the Royal Oak is that Rear-Admiral Collard hauled down his flag at his own request.
It is known, however, that Captain Dewar and Commander Daniel left for England on March 11, while Admiral Collard at present is at Malta. There is undoubtedly a strong service reason for this, but the authorities refuse to divulge it. There has been no court-martial hitherto, and it is not true that Capt. Dewar and Comdr. Daniel were carried to Gibraltar as passengers.

Careers of Men Involved.

Rear-Admiral Bernard Collard, who assumed command of the First Battle Squadron of the Mediterranean Fleet in 1927, is the son of the late Rev. Canon J. M. Collard, and has been in the Royal Navy for 38 years, being promoted to Rear-Admiral in 1926.

After being invalided home from Gallipoli after a strenuous campaign at "W" Beach, he commanded the Monitor "Lord Clive" of the Dover Patrol and for his services was awarded the D.S.O.
Commander Daniel, also son of a minister, and much the junior in service of the two other officers, has a brilliant record. He specialised in gunnery and was mentioned in despatches for his work on H.M.S. Isis and H.M.S. Royalist during the War. Later he went to the Battle with H.M.S. Dauntless and was decorated with the D.S.O. for conspicuous service.

Captain Kenneth Dewar has been in the Royal Navy for 35 years, serving with distinction. From 1925 to 1927, he was Deputy Director of the Naval Intelligence Division at the Admiralty.

Further Comment.

London, Mar. 16.
The two officers concerned in the Royal Oak affair are already in London.

The Mediterranean fleet was due to leave Valetta on its annual manoeuvres in conjunction with the Atlantic fleet, and was fifty miles north of Melilla when the incident occurred. The sailing of the fleet was consequently delayed some hours.

More Questions.

In the House of Commons, replying to questions, Mr. Bridgeman said he was unable to give an account of what happened on the Royal Oak. All they had at present was a wireless report, much of which, owing to corrupt transmission, it was not easy to decipher. He hoped shortly to get a written account, and hoped members would not give undue credence to sensational press reports.

(Continued on Page 16.)

"TOTE" ON BRITISH RACECOURSES.

BILL GETS SECOND READING AFTER DEBATE.

LABOUR OBJECTIONS.

London, Mar. 16.
The Government is as divided on this question as they were on the Prayer Book, said Mr. Winston Churchill, speaking in the House of Commons on the Bill introduced by a private Member, called the Racecourse Betting Bill, which legalises the use of the totalisator on racecourses.
The Bill also permits Racecourse authorities to control bookmakers by allowing them the use of a fixed place for betting on the racecourse.
The Labour Party opposed the measure, and moved the rejection of the Bill, but the resolution was defeated by 149 votes to 134 and the Bill passed the Second Reading.
Mr. Winston Churchill intimated that the Government would facilitate the progress of the Bill, but remarked that the relations of the Jockey Club, the bookmakers and the Exchequer must be most carefully considered.—*Reuter.*

Primary Object.

Major Clyn, opening the debate in favour of the Bill, expressed the opinion that the totalisator would improve conditions greatly for everybody interested in horse-racing.

He mentioned that the primary object of the Bill was to secure that betting should contribute to the maintenance of the sport of horse-racing, and it was proposed also to divert a percentage of the money for the benefit of the exchequer. The Bill was the outcome of the conclusions of a special committee of the Jockey Club and National Hunt Committee, the two controlling bodies of the Turf.—*British Wireless.*

IBN SAUD PREVENTS ATTACK.

ANSWER TO ALLEGATIONS IN IRAQ?

Bagdad, Mar. 16.
A messenger despatched by Ibn Saud, the King of the Hedjaz, overtook the Sheikh of the powerful Ataiyah tribe, who had gathered his forces and had set out to attack the Iraq frontier.
The envoy persuaded the tribesmen to drop the project and to return, and it is felt that this action appears to dispose of the report that Ibn Saud is supporting the raiders.—*Reuter.*

INDIAN OBSTRUCTORS OVERRULED.

LORD IRWIN RESTORES BIG BUDGET CUTS.

Delhi, Mar. 16.
The Governor-General-in-Council has restored the four big cuts in the Budget carried by the Legislative Assembly, namely, the grants for the Simon Commission, the Secretary of State, the Army Council and the Executive Council.—*Reuter.*

THE LATEST WILLS' FORTUNE.

OVER £2,000,000 IN ESTATE DUTY.

London, Mar. 16.
The late Mr. Frederick Noel Hamilton Wills, of the tobacco family, left a fortune of £5,053,000. The Estate Duty payable on the figure is at least £2,000,000.—*Reuter.*

BIG SHIPPING PROFITS.

London, Mar. 16.
A dividend of ten per cent. is declared in the report of the East Asiatic Company for the year ended December 31st, 1927, while 5,160,000 kroner will be carried forward to new account.—*Reuter.*

ATLANTIC FLIGHT RUMOURS.

AEROPLANE "HEARD IN MAINE."

"BRILLIANTLY COLOURED PLANE FLYING N.W."

FAINT RAY OF HOPE.

Ottawa, Mar. 16.
A faint ray of hope that Captain Hinchliffe and the Hon. Elsie Mackay reached land, is contained in a report to the Minister of Marine from the Canadian Pacific Railway Office at St. John, New Brunswick, that three persons heard an aeroplane early yesterday morning in sparsely wooded country twenty miles N.W. of Greenville, Maine.
The spot is about fifty miles from the Canadian border and the postmaster of a small hamlet declares he saw a brilliantly coloured plane early this morning flying in a northwesterly direction.

New York, Mar. 16.
Prayers for Capt. Hinchliffe and Miss Mackay were offered at a broadcast station and the unseen

NATIONALIST ARMY DEFEATED.

Severe Reverse for the "Christian General."

Naval wireless messages received in Hongkong this morning indicate that Marshal Feng Yu-hsiang has met with a severe reverse at the hands of the Fengtien forces. The report of this defeat emanates from reliable sources.
It is also reported that Marshal Feng has telegraphed to Hankow for further reinforcements.

The troops which left Canton recently for the war area are reported to have arrived in Anhui. They will eventually join the Northern Expedition.
There are also military movements at Tientsin, where troops have been seen embarking on river steamers.

ARBITRATION FIELD EXTENDED.

U.S. SUBMITS DRAFT PACTS TO JAPAN.

Washington, Mar. 16.
Mr. Frank B. Kellogg has handed the Japanese Ambassador copies of separate arbitration treaties, one similar to that recently ratified with France and the other similar to the Bryan treaty drafts.

The new treaties are intended to replace the combined conciliation and arbitrations pact submitted to Mr. Matsudaira on December 31st; the change having been made in order to place the negotiations with Japan on the same basis as those being conducted with other countries.—*Reuter's American Service.*

BRAZIL LANDSLIDE DISASTER.

NINETY-TWO KILLED IN SANTOS.

Santos, Mar. 16.
It is officially stated that the death toll last week when the slide of Mount Montserrat collapsed in the middle of the night burying houses and hundreds of residents, was 92.
Magnificent rescue work was carried out and the disaster was thereby rendered less serious than was at first feared.—*Reuter's American Service.*

NEW AMBASSADOR TO U.S.

Buenos Aires, Mar. 16.
Dr. Malbran, Ambassador to Chile, has been appointed Ambassador to the United States in succession to Señor Pueyrredon, who resigned after a dispute at the Havana Conference on the tariff issue.—*Reuter's American Service.*

BIG LANCASHIRE COMBINE?

CIRCUMSTANTIAL REPORT UNCONFIRMED.

A NOVEL SUGGESTION.

London, Mar. 16.
The Secretary of the Cotton Yarn Association has refused to confirm the circumstantial report circulating in Manchester to the effect that definite steps will be taken in the next fortnight to form a big combine of mills in the American Section of the spinning trade.

It is stated that a meeting in this connexion will be held on March 27th, at Manchester to discuss the proposals.

The general idea appears to be the establishment of a holding company with a large capital, and it is understood that the scheme is being supported by some of the leading banks.

A novel aspect of the project would be the appointment by the operatives of two officials to be paid by the Company to assist the Directors of the Combine.—*Reuter.*

U. S. BANKERS FUND FRENCH LOAN.

SWEDISH MATCH COMPANY'S HUGE INVESTMENT.

New York, Mar. 16.
The largest funding operation ever undertaken in New York for a foreign Government without the public sale of a new issue, was carried out when Messrs. Morgan's, as fiscal agents for the French Government, paid off G. \$70,000,000, the balance of the G. \$100,000,000 French 8 per cent. Loan issued in 1920.

The transaction was financed by the sale of \$76,000,000 worth of French 5 per cent. Bonds to the Swedish Match Company, of which \$50,000,000 has been taken over by the Match Company's American subsidiary company, the International Match Corporation.—*Reuter's American Service.*

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NEW ANTI-PIRACY REGULATIONS.

SEARCH POWERS FOR POLICE.

NIPPING THE TROUBLE AT ITS SOURCE.

ELABORATE PLANS.

Important regulations under the Suppression of Piracy (Amendment) Ordinance are published in the current issue of the Government Gazette, which notifies that the Ordinance came into operation yesterday.

The main feature of the regulations is that they empower the police to make searches of vessels, it being laid down that no vessel shall, unless exempted, leave for certain specified ports and places until such searches have been carried out.

Another important provision is that the police must be confidentially notified beforehand on any occasion when treasure is carried.

Power to Search.

1. The Captain Superintendent of Police shall have power to search any vessel, and after any search to make further searches, and to detain any vessel for such purpose, and he may delegate his powers under this regulation.

2. Every vessel in the waters of the Colony shall stop when hailed by the police.

3. The owners, agents, charterers and licensees shall notify the Captain Superintendent of Police confidentially beforehand on any occasion when it is expected that treasure will be carried on a ship from or through the waters of the Colony.

4. While any ship is lying alongside a wharf in the harbour of Victoria, no person, except persons concerned in the loading or unloading of the cargo of the ship, shall be permitted to come on board the ship on the side of the ship away from the wharf, and no person whatsoever shall be permitted to bring or put on board anything, except cargo, on the side of the ship away from the wharf.

Rescue Work.

5. When the master of any ship propelled by any mechanical means other than oars and sails in the waters of the Colony has any cause whatever to believe that any vessel may be in need of assistance in respect of a piratical attack, it shall be his duty, as far as reasonably may be, to approach such vessel as closely as possible, to stand by it, to prevent the access of pirates thereto, to assist in rescue work, to call other ships to the aid of the vessel attacked, and to do all such other acts as may be necessary or advisable to assist the said vessel in repelling the attack, and after the attack, and he shall act accordingly.

6. The owner, charterer, agent or licensees of any vessel not required by or under these regulations to undergo search, may apply to the Captain Superintendent of Police for police search of the vessel; the Captain Superintendent of Police may refuse to comply with any such application, or may impose conditions on which any such application will be granted; every search undertaken pursuant to this regulation shall be deemed to be an authorised search under these regulations.

7. No ship required under these regulations to undergo police search shall commence or attempt to commence a voyage or trip except from a place and at an hour previously notified to and approved by the Captain Superintendent of Police.

Rules Regarding Searches.

8. Subject to exemption granted under these regulations no ship shall carry or attempt to carry any passenger from the Colony or through the waters of the Colony on a voyage to or including any port or place—
(1) on the Canton River; or
(2) on the West River or any river or estuary in the province of Kwong Tung or the province of Kwong Sai; or
(3) in either of the said provinces; or
(4) in Formosa; or
(5) on the east coast of Asia south of Shanghai and north of Singapore.

unless, and until a search thereof, conducted in such manner as the Captain Superintendent of Police may direct and approve, shall have been carried out, or until the master or other person in charge thereof shall have received a certificate in writing signed by the Captain Superintendent of Police, or by some police officer authorised by the Captain Superintendent of Police in that behalf, from

(Continued on Page 16.)

Bulls and Inners

From the Office Butts.

Among places to be visited by the tourist ship Caledonia is Jerusalem. What's in a name?

A local angler is alleged last Sunday to have kept his bait in his mouth. MacWhirter, he says, that maybe this was in order to tell the story of his wonderful catch with baited breath.

Edison says he can grow rubber on tobacco plantations. Not a great change for some of them, either.

Apocryphal last week's trial, it is only the poor pedestrian who places no reliability in motor cycles or their riders.

There is no truth in the story that Mayor Thompson of Chicago is annoyed about American warships visiting Hongkong.

Dollars and sense make a self-made man.

Now that they are cutting down the trees in Nathan Road, the next poetess will entitle her book "On the Asphalt."

As furs we could see, it was pretty cold at the beginning of the week.

In spring the Chinese fancy lightly turns to thoughts of war.

We hear of some people who keep on paying their bills on the 1st of each month, even although they haven't a motor-car to their name.

With so many recent marriages, should it not be called "St. John's Cathedral"?

The O. B. I. this week goes to the China Mail for announcing that, in the match between Corbett and Cuthbert, Risko won on points.

A stray bat from the belfry:—You can't use the crest of an earthquake wave on your notepad.

The Governor of the Straits Settlements spent his 62nd birthday in the air. Lots of women celebrate theirs with flights of fancy—concerning their age.

The Hongkong Chamber of Commerce report states that a firm in Aberdeen (Scotland) desires to get into touch with local agents for the sale of dried fish. Hum.

"Rubber Politics," says a Telegraph heading. M.P.'s with plenty of bounce.

A Chicago millionaire states that he made most of his money rubrub. What we really want, of by scientific salesmanship of course, is a wukle on the same onions.

It's stated that eighty per cent. they were, says a men's wear of the sickness in Bangkok is specialist. Nor are talpans, caused by mosquito-bites. Community stings!

"Risque"—Write us again. Unfortunately we are a little deaf, the only thing we can hear distinctly being the dinner gong.

One of the winners in the motor-cycle trial is possibly not quite sure whether it is all done by Kindness.

Two kags fell overboard this week in New York Harbour. The excitement only abated when it was learned that it was gold and not brandy.

This Tyrolean question looks like developing into a contest of brain versus brain.

America claims to be building another structure higher than any other in the world. The land of tall storeys!

The best moves in the local chess tournament were made by a Knight. That is the advantage of record of a Chinese egg which will one who is quite at home among be on view at the "China" Exhibition, queens, bishops and castles.

"Farewell Rubber Tiffin," says a Singapore newspaper heading. We've had some, thanks.

Good news—Hongkong is to be in the Seventh Heaven for a whole week.

A London comedian has been found wandering in the country, suffering from loss of memory. The theatre management, however, has furnished him with a type-written copy of his joke.

An actress who has remarried seven times, says she has never favoured the present marriage system. "Think what she might have done if she'd been really keen on it!"

All Italians who observe criticisms of Mussolini are enjoined to preserve a marble-like indifference.

Forty-two years on that is the record of a Chinese egg which will one who is quite at home among be on view at the "China" Exhibition, queens, bishops and castles.



"My wife is very economical. She has made herself a new dress out of one of my silk handkerchiefs."

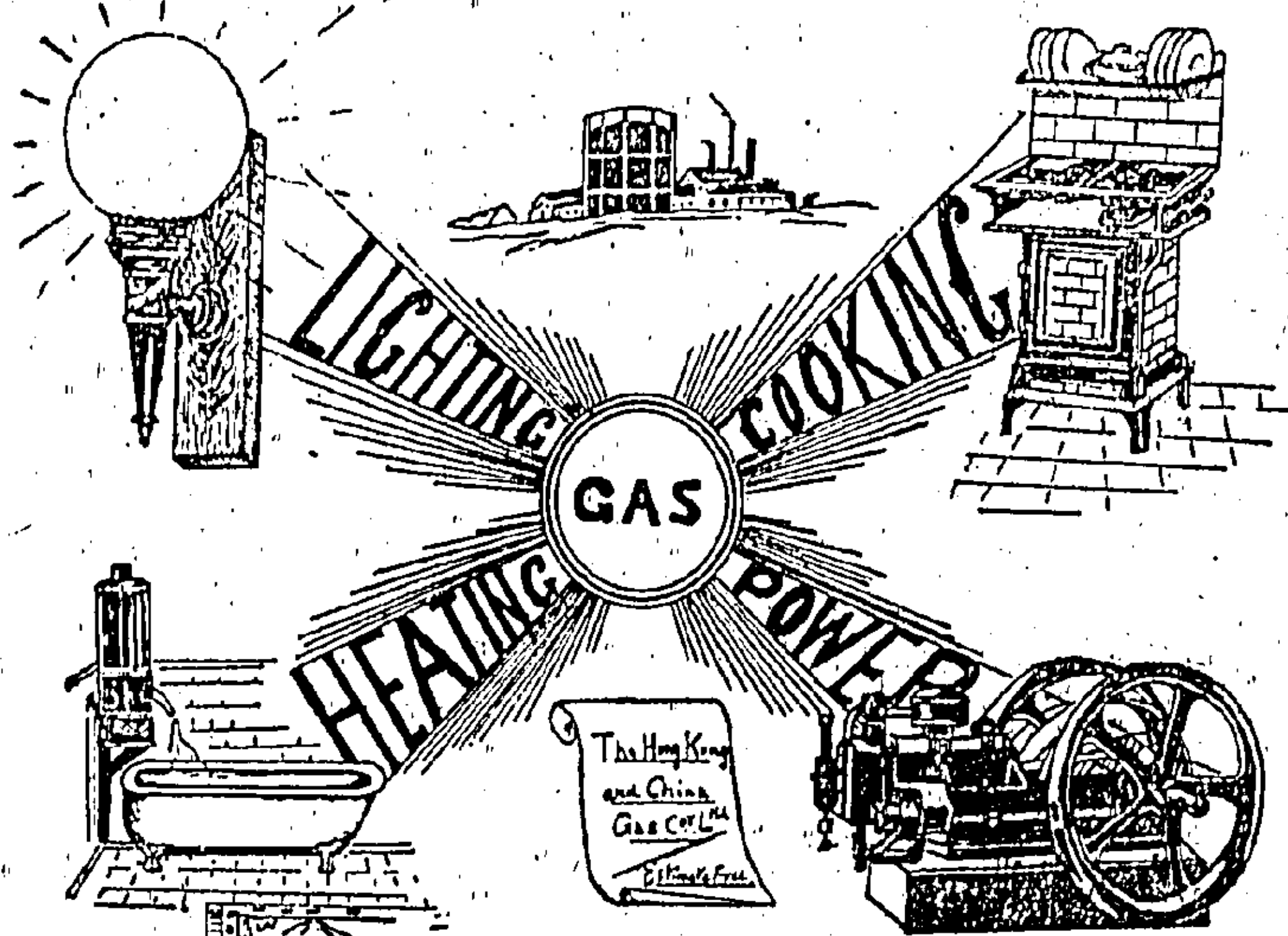
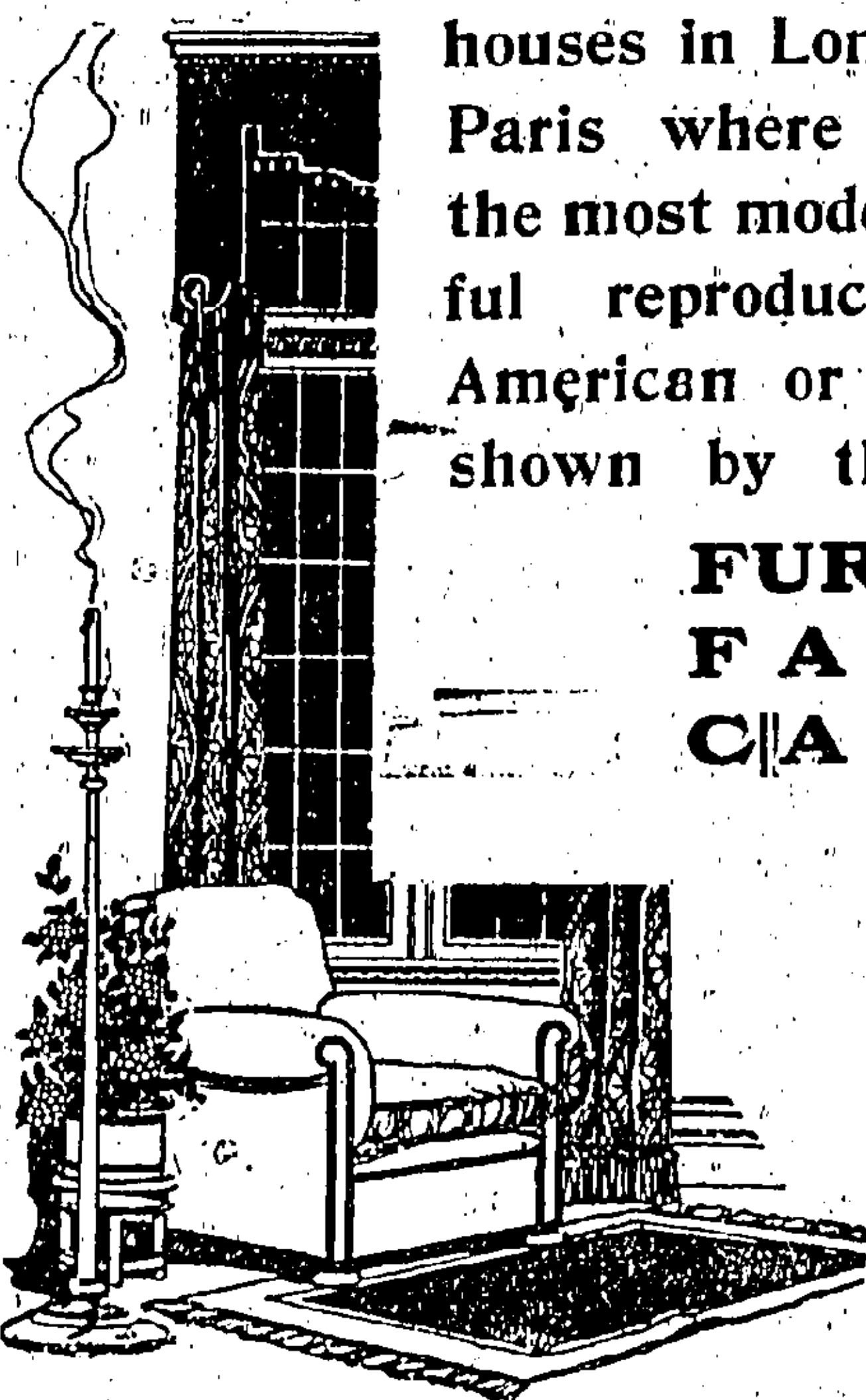
ARTS & CRAFTS. FURNISHING SHOWROOMS

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SHANGHAI.

Remind you of the High-class Furnishing houses in London, New York and Paris where you may inspect the most modern styles or faithful reproductions of English American or French Periods as shown by their Exhibition of

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LOCAL AMBULANCE WORK.

NEED FOR GREATER INTEREST.

Speaking at the annual inspection of the St. John Ambulance Brigade on the Murray Parade Ground yesterday, His Excellency the Governor (Sir Cecil Clementi, K.C.M.G.) expressed his surprise and regret that the European Community does not join in giving financial support to an organization which is performing work of so much value to the Colony.

There was a full muster of all eight Divisions in the Brigade—the Chinese Y.M.C.A., King's College, Railway, Mongkok, Shaokwan, Kowloon, St. Joseph's College, and Indian Divisions. The Railway Division, in their dark uniforms, presented a contrast in appearance to the other Divisions, while the Nurses Section, with its members neatly clad in white and blue uniforms, gave a further touch of interest to the scene.

The stand was filled with spectators, mostly Chinese, when the proceedings began with a realistic display of first-aid and stretcher work. His Excellency Sir Cecil Clementi, with the General Officer Commanding, (Major-General C.C. Luard), and Captain Whyte (A.D.C. to His Excellency), was received on arrival at the Murray Parade Ground by the District Commissioner of the St. John Ambulance Brigade, Mr. E. Ralphs, with whom were also the following officers of the Brigade: Mr. Ho Kom-tong, Mr. A. Morris (District Superintendent), Dr. W. V.M. Koch (District Surgeon), Dr. Ma Luk (member of the Finance Committee).

Mr. Ralston was in charge of the parade, while other officers included Mr. A. el Arculi, Mr. Wong Kwong-kin, Mr. I. B. Trevor, Mr. G. W. C. Burnett and Mr. C. H. Blason.

Amongst the spectators were Lady Ho Tung, the Hon. Mr. E. D. C. Wolfe, Mr. R. C. Tredwell, Mr. Li Yau-tsun, Mr. Ip Lan-chuen and other Chinese supporters of the Brigade.

After His Excellency had inspected the various Divisions, a demonstration was given of first-aid and stretcher work, in which a comic relief was presented by the spectacle of "delirious" and other recalcitrant patients being caught and put into straight-jackets. In the course of viewing these various phases of ambulance work, His Excellency also inspected the Dressing Station, where the nurses had charge, and the motor ambulance.

The Governor's Speech.

The Divisions then reformed into a square before His Excellency, who said: Officers and members of the Hongkong Corps of the St. John Ambulance Brigade. The strength of the Hongkong Corps of the Brigade has increased from 31 officers and 150 rank and file in 1926 to 49 officers and 234 rank and file at the end of last year, and, whereas there was in 1926 only one Nursing Division with 16 members, there are now two Nursing Divisions with 39 members. There are also eight drivers. It is interesting to analyse the list of officers. It now includes 21 surgeons, of whom nine are European, two being ladies, eleven are Chinese and one Indian. Of other officers there are 28, of whom ten are European (including one lady), fifteen are Chinese (including one lady) and three are Indian. The Hongkong Corps of the Brigade has thus developed into an organization in which European, Chinese and Indians work side by side in furtherance of a common beneficent aim. It has officers of all three races, who co-operate willingly and efficiently; and no friction I am glad to say, has ever arisen.

In this respect the Corps sets a high standard to the whole Colony. Every member of the Corps passed a First Aid Examination during last year; and many passed their 3rd annual examination, while some have passed as many as nine

annual examinations. The importance of these annual refresher courses cannot be insisted upon too strongly. The efficiency of the Corps is thereby maintained at a high level and in this annual training great assistance was received last year, as in previous years, from the officers of the Royal Army Medical Corps, to whom grateful thanks are due, as also to the Medical Practitioners of the Colony who interest themselves in the work of the Corps.

During last year 1,092 men and 115 women (not all members of the Brigade) were instructed in First Aid and Home Nursing; of these 635 men and 104 women passed. The Corps has also helped in the First Aid training of Hongkong Police and Firemen; and First Aid certificates were granted last year to 70 European Police, 127 Indian Police, 318 Chinese Police and 107 Firemen. These figures are good; but I shall not be satisfied until all Hongkong Police and Firemen are trained in First Aid.

Vaccination Work.

In the spring a vaccination campaign was begun by the Corps at the request of the Hongkong Government. Vaccination Stations were established at suitable places all over the Colony and in the New Territory; and 106,635 persons (mostly Chinese) were vaccinated free of charge. It is noteworthy that the Chinese residents of Cheung Chau and of Aberdeen have on several occasions invited the Corps to send them men to carry out vaccination work and to deliver health lectures.

H. M. the King has been pleased to approve of the promotion of Mr. Ralphs, the Assistant Commissioner of the Corps, to be Commander of the Order of St. John, and of Dr. Koch, the District Surgeon of the Corps, to be an Officer of the Order. Both Mr. Ralphs and Dr. Koch have been actively connected with Ambulance work for many years. They have rendered most valuable service to the Hongkong Corps and I congratulate them warmly on their well-earned promotion.

Mr. Morris, the District Superintendent of the Corps, was awarded in December last the long service Medal of the Order, having completed ten years' efficient service. He has set the Corps a fine example.

The thanks of the Corps are due to those gentlemen—all Chinese—who have generously subscribed to funds in order to enable the Corps to carry on its work. It is a matter both for surprise and regret to me that the European community does not join in giving financial support to an organization which is performing work of so much value to the Colony. I feel that the mere fact of drawing attention to this anomaly will result in its being speedily rectified.

The Corps deserves well of the Colony and I wish its beneficent activities ever increasing recognition and success.

Officers Decorated.

The following Officers were then decorated by His Excellency, on receiving the insignias of their rank, and in the case of Mr. A. Morris, District Superintendent, the Long Service Medal:—

Mr. E. Ralphs on promotion from the rank of Officer to that of Commander of the Venerable Order of the Hospital of St. John of Jerusalem in the British Realm.

Dr. William Vincent Miller Koch, from the rank of Hon. Serving Brother to that of Officer of the Venerable Order of the Hospital of St. John of Jerusalem in the British Realm.

The Long Service Medal of the Venerable Order of the Hospital of St. John of Jerusalem, conferred upon Alfred Morris, District Superintendent of the St. John Ambulance Brigade in Hongkong.

HARBOURING GIRLS.

PATHETIC TALE RELATED IN COURT.

"Whether or not this girl was willing of her own accord to practice prostitution, the Ordinance is made to protect such girls, and women who pick up such girls for the purpose of prostitution, whether willing or not, are liable to heavy penalties," said Mr. E. Lindell yesterday when sentencing a Chinese woman to three months' hard labour after the latter had pleaded guilty through her lawyer to a charge of harbouring a girl of seventeen for the purpose of prostitution.

There were originally two women charged, but on the elder woman pleading guilty, the Magistrate found that a charge of harbouring could not be brought home to the younger woman, who, according to Mr. E. H. Williams of the Secretariat for Chinese Affairs, was only an amah employed by the elder woman.

The story surrounding the girl was somewhat obscure, but it would appear from what Mr. Williams said in court, that her father was in Sydney and that her mother was the fourth concubine of her father and was in Shanghai. Her mother arranged a marriage for her, and in order to avoid the marriage, she ran away to Canton, later getting into communication with a cousin in Hongkong and coming here.

The women who harboured her were in possession of a deed purporting to have been written by this cousin, who described herself as an elder sister. The deed said that because the sisters were poor the younger one was willing to give herself to the defendant in consideration of a sum of \$250 to be paid to the elder sister. The document did not say in what capacity she was given to the woman.

Mr. Williams said that in a statement made to the Committee of the Po Leung Kue the girl claimed that she arrived here with money. It was probable that she was willing of her own free will to practice prostitution.

Describing the treatment the girl received at the hands of the defendant, Mr. Williams said she was let out on a "monthly scheme." She had one or two visitors and one of these visitors took compassion on the girl and wrote a very pathetic letter to the authorities telling them that the girl desired to escape. This was followed by a police raid. During the raid it was found that there was only one girl in the house. It was stated that the girl had been to the Secretariat for Chinese Affairs to be entered in the register of prostitutes, but was refused on the ground that she was too young. It was after the refusal that the girl was used in a "sly" brothel.

formed during 1927, awarded to the Mongkok Division.

Attendance Cup, for best attendance at drills and lectures during 1927, awarded to the Railway Division.

The Ho Fook Efficiency Cup, awarded to the best team in the Railway Competition, won by No. 3 Team.

Chater's Swimming Shield, awarded to the Division obtaining the highest number of points at the annual aquatic competition, won by the Kowloon Division.

Ellis Kadoorie Shield for Team Race, won by St. Joseph's College Division.

Ho Tung Cup for Life-Saving Competition, won by King's College Division.

Swimming Championship Cup, won by St. Joseph's College Division.

The Nam Yan Cup, won by the Kowloon Division.

The Chan Chan Nam Cup, won by St. Joseph's College Division.

The Divisions then reformed, and to the strains of a stirring march played by the Band of the King's Own Scottish Borderers, marched past His Excellency for the salute, before leaving the ground.



EMBARRASSING!

The person who goes about with ill-smelling breath is an offender against social harmony. Sweet pure breath is necessary to every man and woman who desires respect and good-will. Usually all that is needed to correct offensive breath is an occasional dose of Pinkettes, the dainty little gentle-as-nature laxatives. They also banish constipation, bilious attacks, sick headaches, regulate the liver, clear the skin, relieve piles. All chemists sell Pinkettes, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

To Kowloon Motorists.

MOTOR GARAGES CHATHAM ROAD, KOWLOON.

The rent of a Private lock-up garage 10'0" x 18'0" is \$22.00 per month including light and water.

In the Main Garage 50'0" x 25'0" the charges vary from \$15.00 to \$20.00 per month according to size of vehicle.

Enquiries to

The Secretary,
**HONGKONG ENGINEERING
CONSTRUCTION CO., LTD.**
St. George's Building, Hongkong.

TELEPHONE CENTRAL 4381.
(two lines)

RECORDS.

THE SEASON'S HITS.

- 1680 (Forgive Me) Pick a Rose
- 4696 (Red Lips Kiss My Blues) Hello Cullie
- 4748 (So Blue) I Wonder How I Look
- 4639 (Hallelujah) Gonna Get a Girl
- 4716 (Me and My Shadow) In a Street
- 4742 (When Day Is Done) Broken Hearted
- 4671 (Doll Dance) South Wind
- 0179 (Girl Friend) Blue Room
- 0180 (Dancing Tambourine) Banbara
- 0194 (Mediterranean Blues) Honey Bird

TSANG FOOK PIANO CO.

8, Des Vœux Road Central
(Entrance 100 House Street.)
Telephone C. 4646.

MISS SIGGINS, C.S.M.M.G.

(Chartered Society of Massage and Medical Gymnastics London.)
Massage, Medical Electricity, Remedial Exercises.
Apply Helens May Institute.

SALESMAN \$AM

Certainly It Would

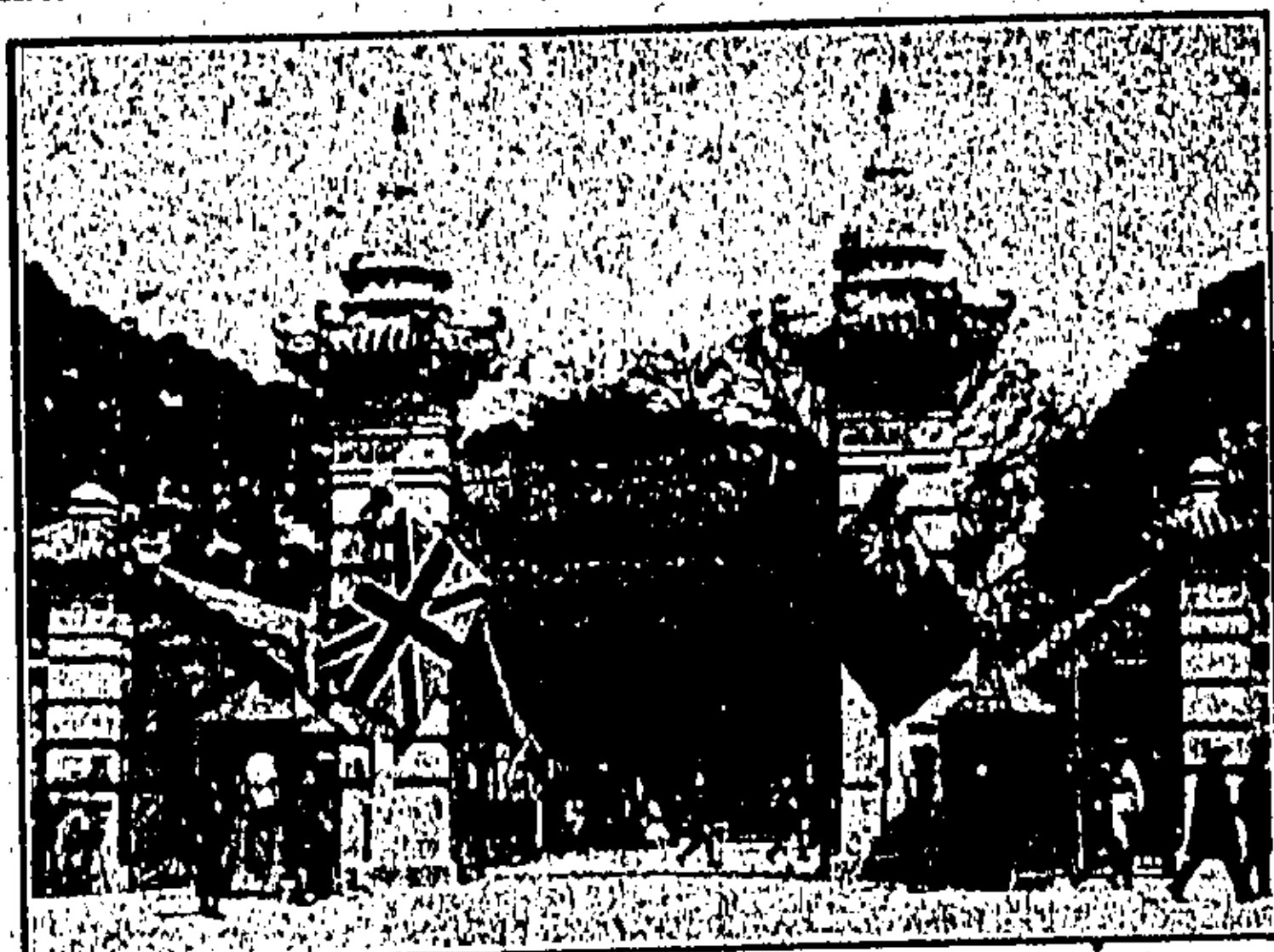
By Small

In any climate

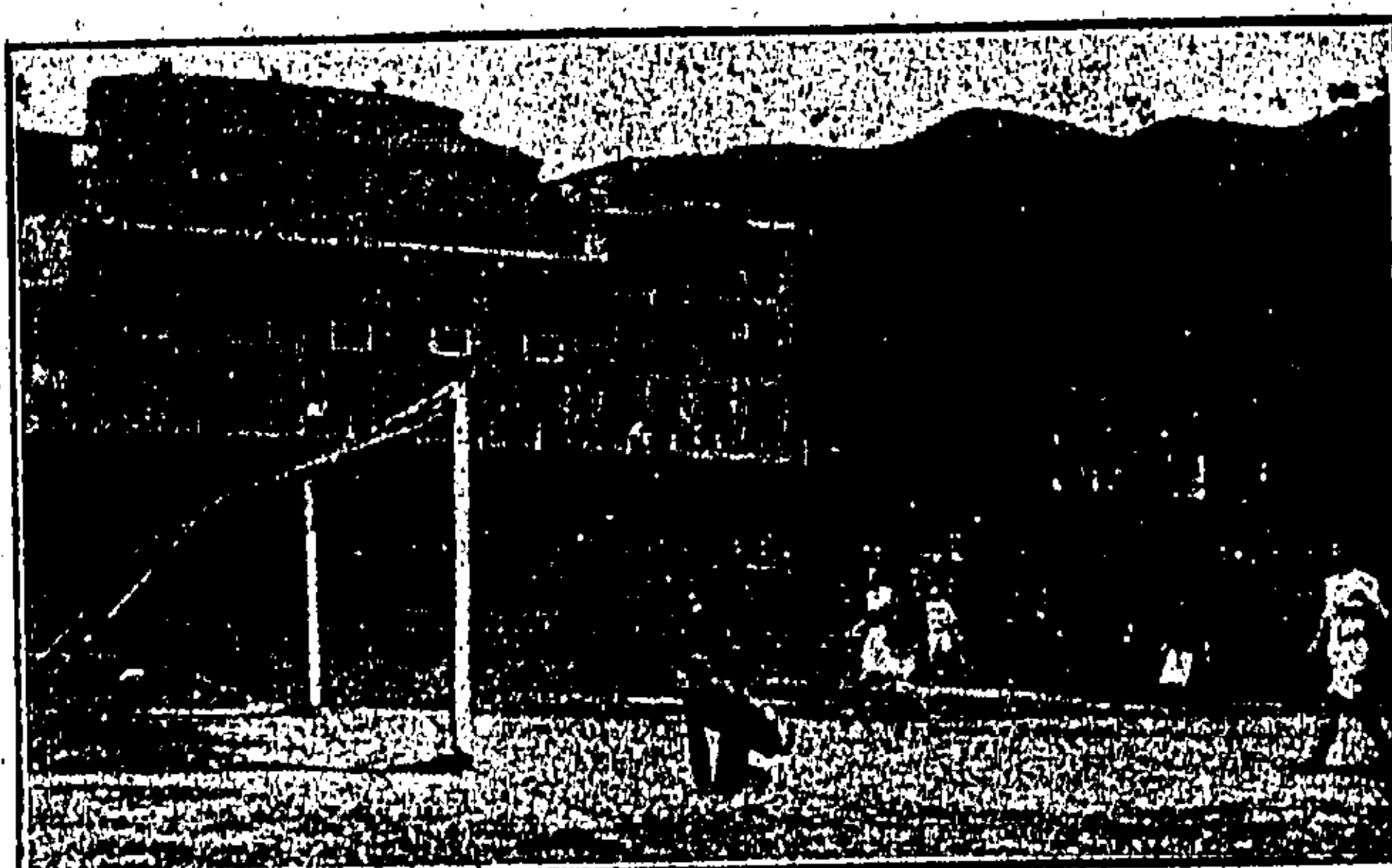
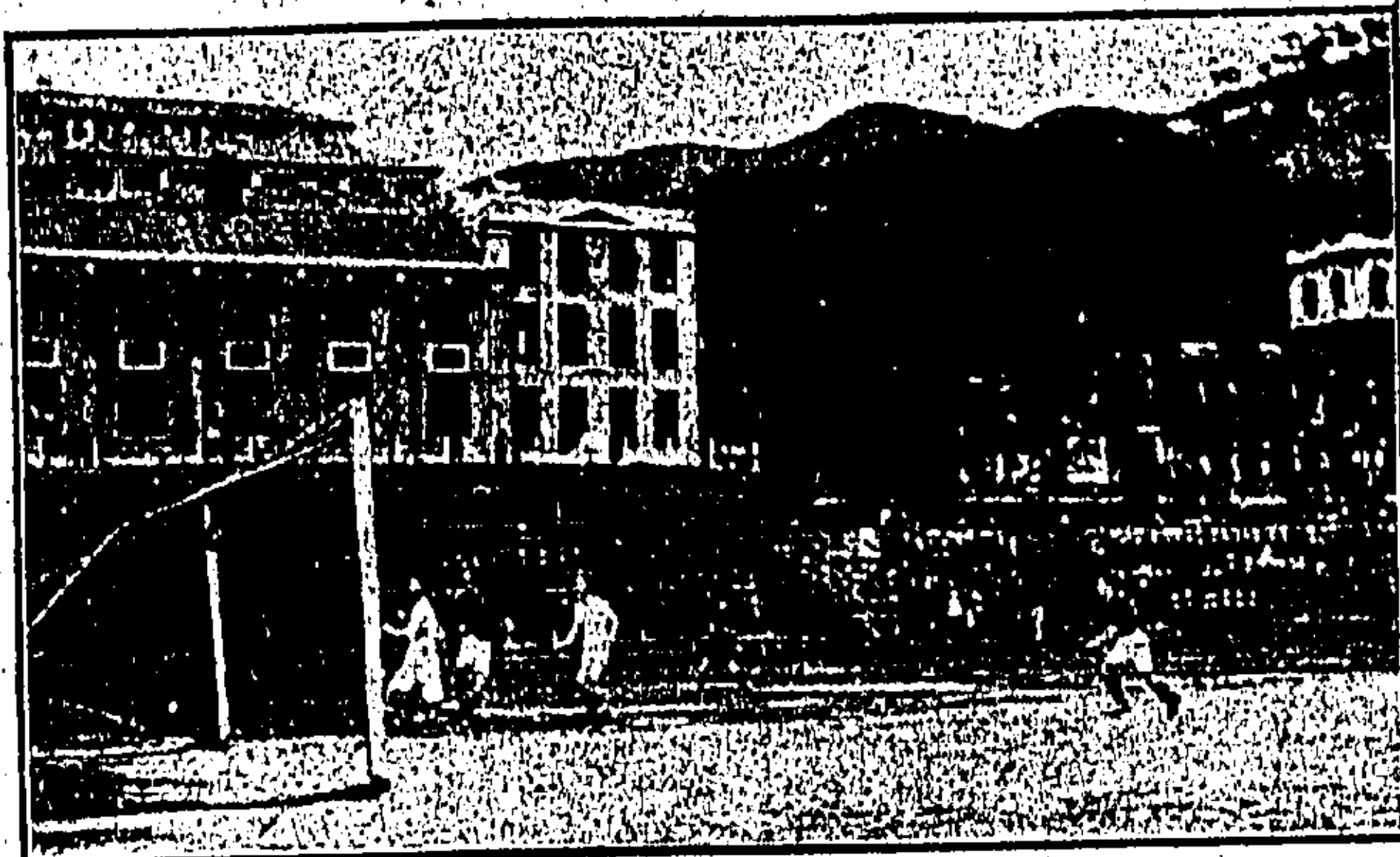


Children thrive well if nourished by SCOTT'S Emulsion which enriches the blood and prevents childhood ailments. Ask for SCOTT'S Emulsion





Left, the decorated entrance to Government House, Canton, during the visit of Sir Cecil Clementi; centre, Marshal Li Chai-sum and the Governor of Hongkong, snapped on the latter's arrival; right, Lady Clementi on Shamoen.



On top is seen the first competitor getting away in the Hongkong Motor-Cycle Reliability Trial, whilst below other competitors are seen at the start. (Photos: Welcome Studio).

Here are two excellent action pictures of the Shield semi-final between Hongkong and Kowloon Football Clubs. Both show goals being scored, with Rodger (Hongkong goalie) in foreground on top. (Photos: Welcome Studio).



Fifty competitors took part in Hongkong's first Motor-Cycle Reliability Trial. Picture shows the contestants with their machines just before the start. (Photo: Welcome Studio).



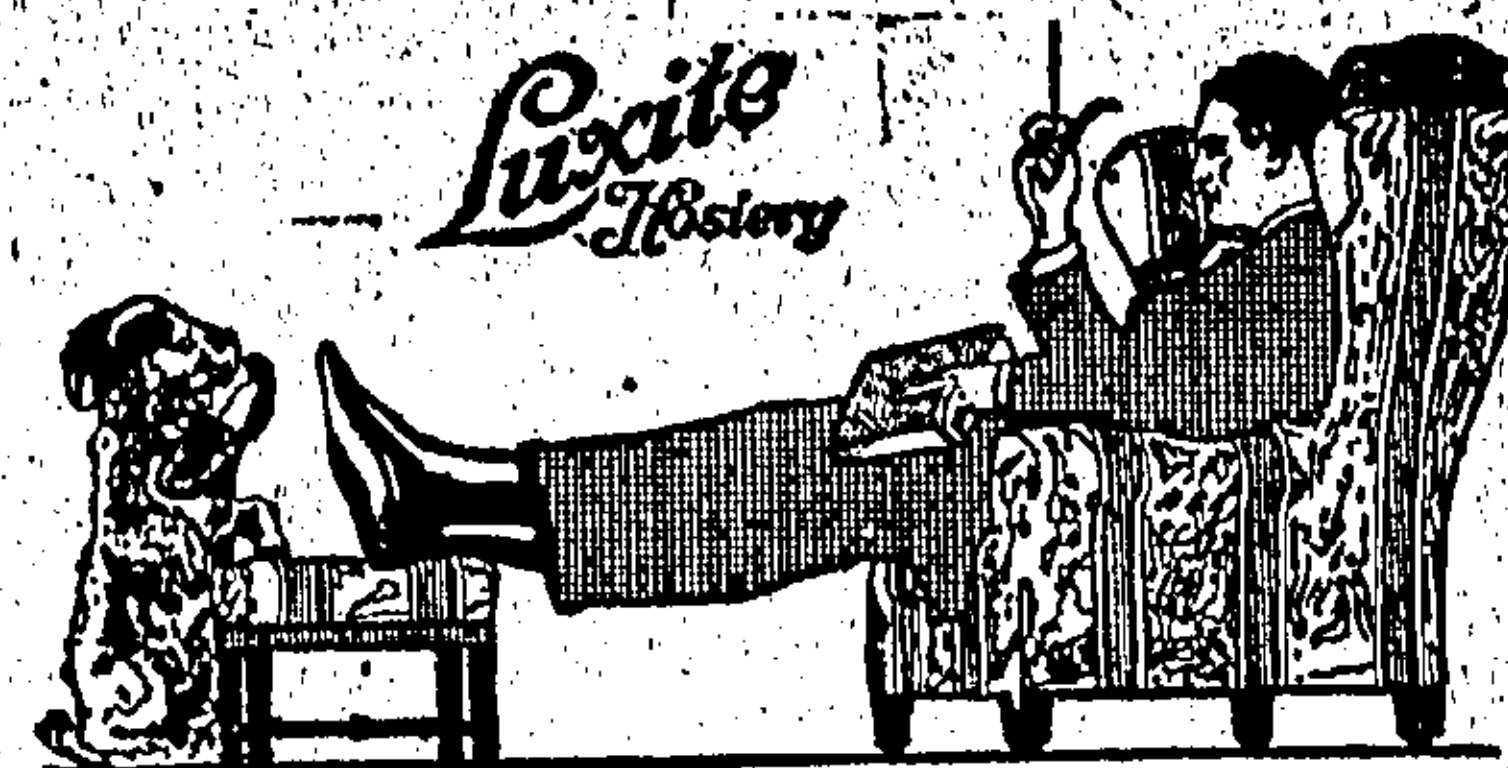
Group at the wedding on Wednesday, at St. Stephen's Church, of Mr. Suea Hing-lum and Miss Ma Suh-bing. (Photo: Ming Yuen).



The Kowloon Football Club team which defeated Hongkong in the Shield semi-final by six goals to nil. This is the sixth year Kowloon has reached the final. (Photo: Welcome Studio).



The bridal party at the wedding of Mr. A. E. Kow and Miss Nancy Joyce Ho, at Union Church on Wednesday. (Photo: Ming Yuen).



Luxite Silk Socks

in new and exclusive designs and a large range of plain colours. Luxite socks are refined in appearance, comfortable and wear well.

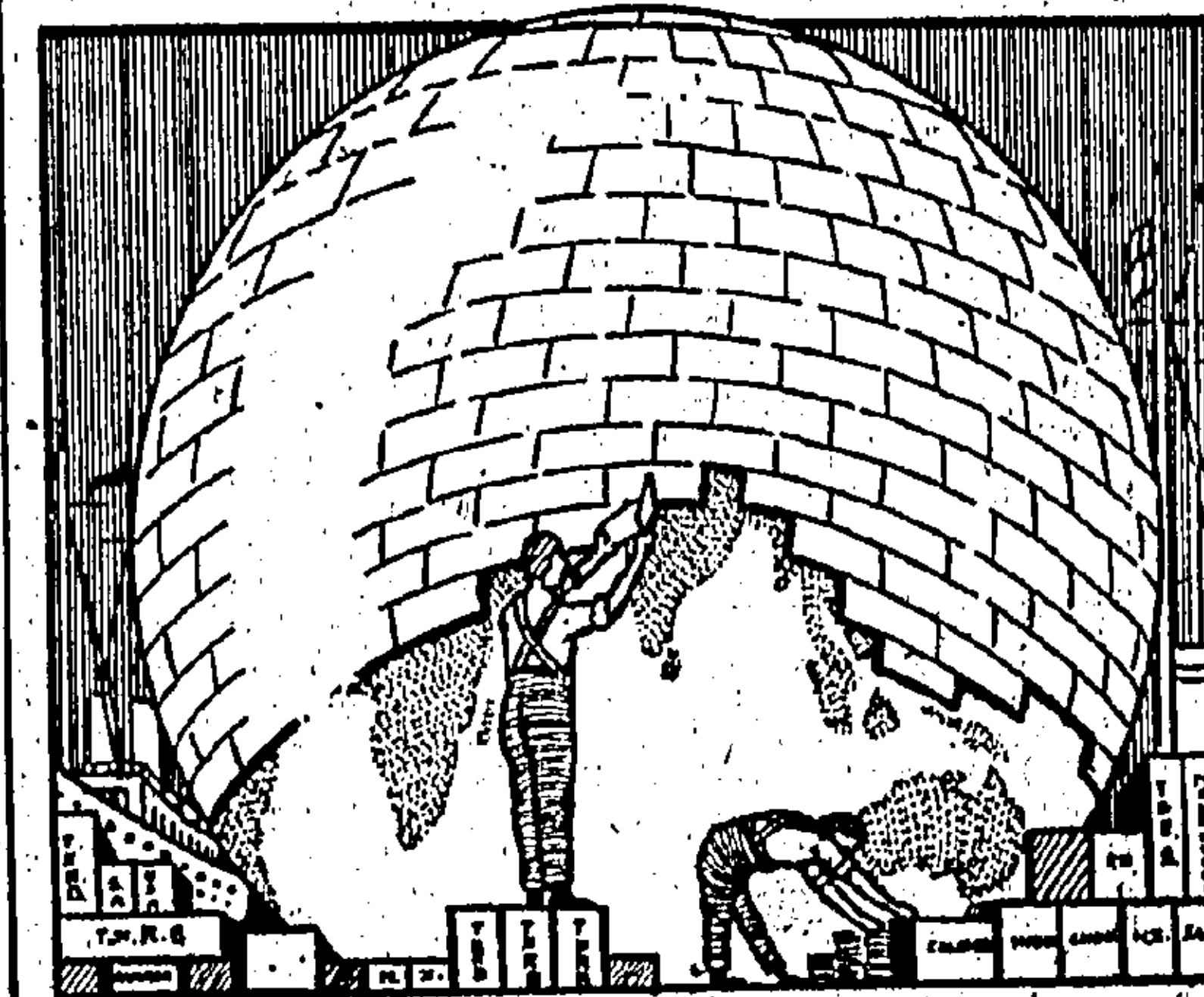
\$2.75, \$3.00 Per Pair, Less 10 % Discount for Cash.

Mackintosh

MEN'S WEAR SPECIALISTS & Co., Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD.

BOOTE'S TILES

USED ALL OVER THE WORLD



FLOOR TILES-MOSAICS-FAIENCE
WALL TILING TO SUIT ALL TYPES OF
BUILDINGS
LEADLESS WHITE OF THE HIGHEST GRADE
FIREPLACES NEAT DESIGNS & HARMONIOUS COLORS

SOLE AGENTS
SHEWAN TOMES & CO. HONG KONG.

ERVEN LUCAS

BOLS LIQUEURS

Softness and Mellowness are
their distinctive properties.

Sole Agents.

CALDBECK, MACGREGOR & COMPANY, LIMITED.
(Incorporated under the Hongkong Companies Ordinance 1911-1916.)
Prince's Building (Ground floor.) Telephone C. 75.

WHITEAWAYS



Just Received.
A NEW CONSIGNMENT
OF

LADIES FABRIC GLOVES

A nice pastel shade with colored Embroidered
short gauntlets or self color openwork, very
smart. All sizes.

SPECIAL PRICE \$2.95 Pair.

NEW RAFFIA SUNSHADES \$11.50 each.
CALL and INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in
The Hongkong Telegraph.
and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:—
295, 300, 301, 305, 306, 315
338

TUITION GIVEN.

MID-LEVELS NURSERY SCHOOL.—English woman experienced teacher is willing to receive a few European children to share her small daughter's lessons. Modern methods. Individual attention. Fees Moderate. Box No. 340, care of "Hongkong Telegraph."

WANTED.

WANTED TO BUY OR LEASE.—A Bathing Machine at Repulse Bay Beach. State Price and Terms to Box No. 341, care of "Hongkong Telegraph."

FOR SALE.

NOW is the time. The hatching season has come. Buy White Leghorn eggs and hatch them. In 6 months' time, your pullets will be laying. Our eggs are from birds of the famous Barron-Tancred 250-300 egg strain. Also pullets and cockerels for sale. Right prices. Apply to **POULTRY SPECIALISTS' CO.**, Importers and Breeders of American and Australian Poultry, 6, Duddell Street, ground floor. Tel. No. C.4453.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 22, Kennedy Road.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Furnished double air rooms with bath-room and verandah attached. Rent for two \$240.00 or \$220.00; also single rooms \$130.00. Hongkong side. Apply Box No. 334, care of "Hongkong Telegraph."

FANLING HUNT

Steeplechase.

EASTER MEETING.

Saturday, 31st March, 1928.

DRAFT PROGRAMMES AND ENTRY FORMS for the **EASTER MEETING** to be held on **SATURDAY, 31st March**, may be obtained from Dr. F. Pierce-Grove, Alexandra Buildings.

ENTRIES close before **NOON WEDNESDAY, 20th March, 1928.**

If you want good health Investigate and learn the truth of how **Poo On Herbs** have cured thousands. No drugs. No Knife. Simply **Poo On Chinese Herbs**. Catarrh, Nervousness, Constipation, Bronchial Asthma, Bronchitis, Rheumatism, Dropsy, Insomnia, Diabetes, Bright's Disease, and many other ailments.

POO ON HERBS CO., 60, Queen's Road Central, 1st Floor.

NEW ADVERTISEMENTS

NOTICE.

I have from this day established myself as a Share and General Broker with offices situated at No. 11, Ice House Street.

G. A. HARRIMAN,
Member of H.K. Share-
brokers Association.
Hongkong, 13th March, 1928.

GULA-KALUMPONG RUBBER ESTATES, LTD.

NOTICE is hereby given that the Transfer Books of the above Company will be closed from 19th March to 6th April, 1928, both days inclusive.

LOWE, BINGHAM AND MATTHEWS,
Colonial Secretaries.
Hongkong, 17th March, 1928.

TELEPHONE SERVICE BETWEEN HONGKONG AND KOWLOON.

From 17th March, 1928, until further notice, telephone service between Hongkong and Kowloon will be restricted owing to harbour dredging operations, necessitating the removal of our submarine cables and resulting in a reduction in the number of junctions available to carry the telephone traffic between the above mentioned places.

A full service will be restored immediately dredging operations cease.

J. P. SHERRY,
Manager.
Hongkong Telephone Co., Ltd.

THE SIMPLEX PLASTER CO., LTD.

Notice is hereby given that the Fourth Annual General Meeting of the Company will be held at the Registered Office, 2nd Floor, Powell's Building, Des Voeux Road, Hongkong, on Thursday, 22nd March, 1928, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Directors, together with a statement of accounts for the year ended 31st December, 1927.

The Transfer Books of the Company will be closed from 15th March to 22nd March, 1928, both days inclusive.

THE HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION CO., LTD.

General Managers.
Hongkong, 15th March, 1928.

NOTICE.

THE HONGKONG & WHAMPOA DOCK COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders will be held in the Office of the Company, 2, Queen's Buildings, Hongkong, on **TUESDAY, 20th March, 1928**, at noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1927.

The Share Register and Transfer Books will be closed from the 14th to the 20th March, 1928, (both days inclusive).
By Order of the Board of Directors.

R. M. DYER,
Chief Manager.
Hongkong, 6th March, 1928.

HONGKONG JOCKEY CLUB.

The Second Extra Race Meeting will be held (weather permitting) at Happy Valley on **SATURDAY, 17th March, 1928**, commencing at 2.30 p.m. The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1.00 for all persons including Ladies.

Soldiers and Sailors in uniform half price.
Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5.00 each up to **FRIDAY, 16th March, 1928.**

The charge for admission for Ladies to the Members' Enclosure will be \$2.00. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

Bookmakers, Tice Men, etc., etc., will not be permitted to operate within the precincts of the Hongkong Jockey Club during the Race Meeting.

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the Forty-Third Annual Ordinary General Meeting of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on **Wednesday, the 28th March, 1928**, at 11.30 a.m., for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts for the year ended 31st October, 1927.

The Register of Shares of the Company will be closed from Thursday, the 22nd day of March, to Thursday, the 29th day of March, 1928, both days inclusive, during which period no transfer of shares can be registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 15th Mar., 1928.

GREEN ISLAND CEMENT COMPANY LIMITED.

The 35th ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above COMPANY will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on **Wednesday, the 21st day of March, 1928**, at noon for the purpose of receiving a statement of accounts and the report of the Directors for the year ended 31st December, 1927.

THE TRANSFER BOOKS of the Company will be CLOSED from Tuesday the 13th March, 1928, until Wednesday, the 21st March, 1928, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1928.

THE HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

The Fifty-ninth Ordinary General Meeting of Shareholders in the above Company will be held at the Office of the Under-registered on Monday, the 26th March, 1928, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended 31st December, 1927.

The Share Register and Transfer Books will be closed from the 12th to the 26th March, 1928, both days inclusive.

JARDINE MATHESON & CO., LTD.
General Managers.
The Hongkong Fire Insurance Co., Ltd.
Hongkong, 6th March, 1928.

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

NOTICE TO SHAREHOLDERS.

The Forty-fourth Ordinary Yearly Meeting of Shareholders in the above Company will be held at St. George's Building, Chater Road, Victoria, on Thursday, the 22nd March, 1928, at 11.30 o'clock a.m. for the purpose of receiving a statement of accounts and the report of the General Managers for the year ended 31st December, 1927, and electing a Consulting Committee and Auditors.

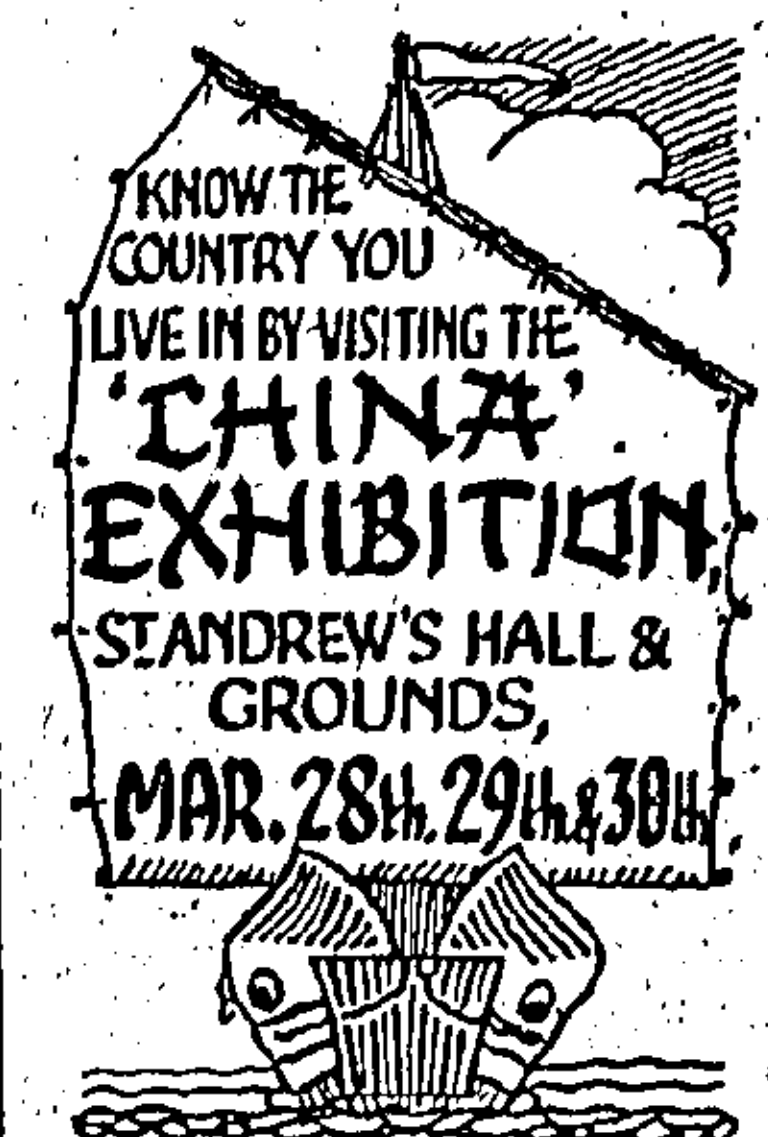
The Transfer Books of the Company will be closed from Monday 12th March, 1928, until Thursday the 22nd March, 1928, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong 1st March, 1928.

CHINA AUCTION ROOMS.

6, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the **CHINA AUCTION ROOM.**

E. V. M. R. de SOUSA.



LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions from the Official Receiver, Supreme Court, to sell by Public Auction,

on **MONDAY,**

the 19th March, 1928 commencing at 11 a.m. at the godown of Yuen Mow Hong (in Bankruptcy), Praya, Kennedy Town.

248 Bags Rice.
991 Bags Bitter Nuts.
174 Bags Fertilizer.
25 Cases Shells.
3 Bags Iron Nuts.
3 Cases Hide Cuttings.
177 Cases Cloves.
6 Bags Shelled Peanuts.
35 Bags Sago.
5 Bags Fish Maw.
25 Cases Purifying Liquid.
220 Bags Powder.
3 Cases Feathers.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions from The Registrar, Supreme Court, to sell by Public Auction,

On **WEDNESDAY & THURSDAY,** the 21st and 22nd March, 1928, commencing each day at 10 a.m. on the premises.

The Goods and Chattels of Mrs. F. K. Cameron of No. 13, Queen's Road Central, St. Francis Hotel, 1st, 2nd and 3rd Floors, all that space on the ground floor known as the Lobby and a portion of the ground floor of the Right Wing of the Ho Hong Bank Building together with the servants' quarters at the back thereof

comprising:—

Blackwood Tables, Tenpins, Pedestals, Joss Tables, Stools, Teak Clothes Hangers, Iron and Teak Bedsteads, Dressing Tables, Washstands, Wardrobes, Armchairs, Couches, Dining Tables, Dining Chairs, Sideboards, Dinner Waggon, Ice Chests, Crockery, Glass Ware, Cutlery, Cooking Utensils, Stoves, Teak Counters, Pictures, Pots, and Plants, Rattan Chairs, Carpet Runners, Toilet Sets, etc., etc.

Catalogues will be issued.
On View from Monday, the 19th March, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hongkong, 17th March, 1928.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

On **FRIDAY,**

the 23rd March, 1928, commencing at 2.30 p.m.

At No. 12, Chatham Road, Kowloon.

A Large Quantity of Valuable Household Furniture.

Comprising:—
Chesterfield Couch and Chairs, Teak Extension Dining Table, Dining Chairs, Teak Sideboard, Ice Chest, Dinner Waggon, Fine Crystal Table Service, Cutlery, Crockery, Picture, Ornaments, Teak Wardrobe, Chest of Drawers, Bedsteads, Dressing Table, Curtains, etc., etc.

Several Pieces of Canton Blackwood Furniture also

A Few Very Fine Tintain Carpets and

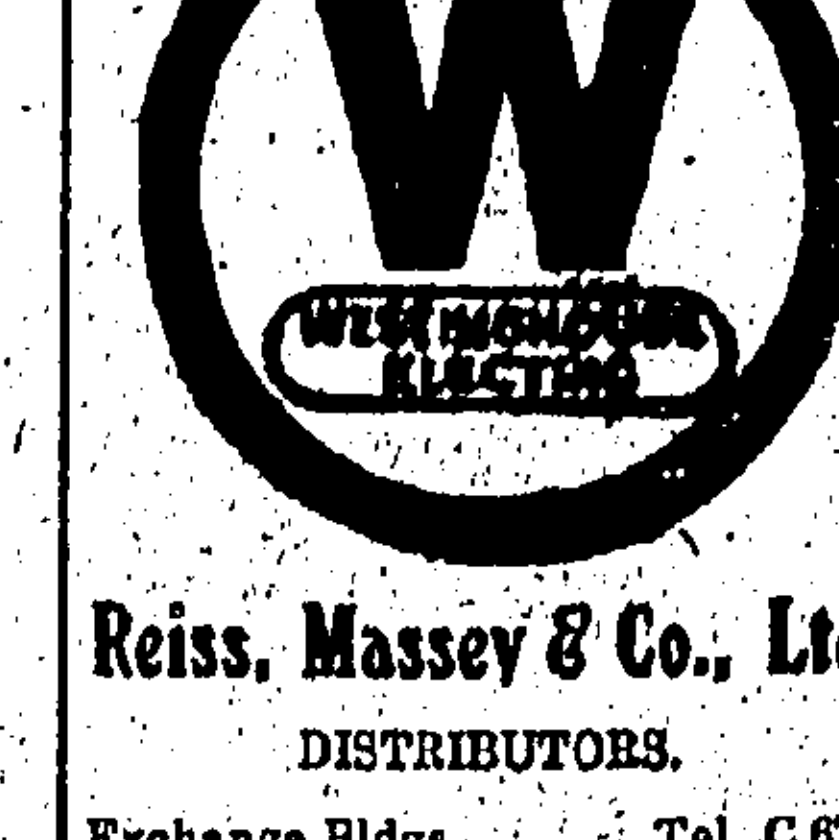
A Valuable Collection of Curios.

On View from Thursday, the 22nd March, 1928.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hongkong, 17th March, 1928.



CHURCH NOTICES.

Fourth Sunday in Lent.

TO-MORROW'S SERVICES.

St. John's Cathedral, Hongkong, March 18th, 1928. Fourth Sunday in Lent. Holy Communion, 8 a.m. Children's Service, 10.15 a.m. Matin & Sermon, 11 a.m. Holy Communion, 12 noon. Preacher: The Dean. Evensong and Sermon 6 p.m. Preacher: Rev. H. Koop. Social Evening in Cathedral Hall after Evensong.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Matter." Wednesday Evening Meeting at 6.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

St. Andrew's Church, Kowloon. Sunday, 18th March, 1928. Fourth Sunday in Lent. 8.15 a.m. Holy Communion. 10.00 a.m. Children's Service. 11.00 a.m. Morning Prayer, Preacher: The Vicar; Subject, "Jeremiah, Patriot and Prophet." 2.45 p.m. Sunday Schools. 3.00 p.m. Young Men's & Young Women's Bible Classes. 6.00 p.m. Evening Prayer; Preacher: Rev. H. A. Wittenbach; Subject, "The Sabbath Day." Wednesday, 21st March, 1928. 6.00 p.m. Evening Prayer & Address.

Seventh Day Adventist Hall—7, Duddell Street, Sunday night, March 18th, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw, "Is a Modern Dark Age Coming?" (A study of Revelation 13). You are welcome.

THE MOST REMARKABLE FILM OF THE YEAR—

WILLIAM FOX presents



COMING TO THE QUEEN'S THEATRE

POPULAR DANCE RECORDS

No. My Blue Heaven (Fox Trot)
Toll Me Little Daisy
6325 Among My Souvenirs
Cobble Stones
6326 Together We Two
Did You Mean It
6033 Doll Dance
What Do I Care
6111 Russian Lullaby (Waltz)
Dawn of Tomorrow
6249 (Here Am I Broken) (Fox Trot)
Hearted
No Wonder I'm Happy

Kowloon Music Store
Kowloon Hotel Building
KOWLOON

The French Minister of Marine has decided that one of the new French submarines under construction shall bear the name "Jules Verne" and another "Nautilus" in honour of the centenary of the writer.

"Although people criticise us, it is sometimes the duty of a judge to try to be a peacemaker, and I endeavour to do so. I am glad to hear that in this case I have been successful." This spoke Mr. Justice Sheppard in the King's Bench Division recently following the announcement of a settlement of a slander action, and the withdrawal of the defendant of all imputations against the plaintiff. The case was settled after counsel had seen the Judge in his room.

POST OFFICE NOTICE

RADIO NOTICE.

RADIO TELEGRAPH SERVICES are now in operation as follows:—
Ships at Sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippines Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwongchow, Fort Bayard, Tchekam, Hoihow, Amoy and Foochow, etc.

It is notified for information that the via Wireless rate to EUROPE has been reduced from \$2.05 to \$1.10 per word from 7th inst.

Rates and further particulars on application to the RADIO COUNTESS, 1st Floor, Government Building.

Telegraphic Addresses—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Postal Service to Swatow and neighbouring places is entirely suspended until further notice.

INWARD MAILS.

From	Per	Date
Australia and Manila	Aki Maru	March 17.
Straits	Nagore	March 17.
Calcutta and Straits	Kutang	March 17.
Shanghai	Szechuen	March 17.
Shanghai	Kanchow	March 17.
U.S.A., Canada, Japan and Shanghai	President Lincoln	March 18.
Straits	Fushimi Maru	March 18.
Amoy	Taima	March 18.
Straits	Santha	March 18.
Shanghai	Chenan	March 19.
Manila	Empress of Asia	March 23.
Japan and Shanghai	Porthos	March 27.

OUTWARD MAILS.

For	Per	Date
Swatow, Amoy and Foochow	Hailong	Sat., Mar. 17, 2 p.m.
Amoy	Tjisondari	Sat., Mar. 17, 2.30 p.m.
Straits	Norviken	Sat., Mar. 17, 2.30 p.m.
Sam Shui and Wuchow	Sun Ning	Sat., Mar. 17, 4 p.m.
Manila	Empress of Asia	Sat., Mar. 17, 5 p.m.
Katjo Maru	Sun	Sun., Mar. 18, 9 a.m.
Swatow, Amoy and Formosa	Chinhu	Sun., Mar. 18, 9 a.m.
Bangkok	Fushimi Maru	Mon., Mar. 19, 10.30
Shanghai and Japan	Hydrangea	Mon., Mar. 19, 2.30 p.m.
Swatow	Szechuen	Mon., Mar. 19, 4 p.m.
Manila	Pres. Lincoln	Mon., Mar. 19, 4.30 p.m.
Swatow	Chaksang	Mon., Mar. 19, 5 p.m.
Straits and Calcutta	Taima	Tues., Mar. 20.

Shanghai, Japan, Honolulu *U.S.A., *Canada, *C.S. America, *Europe via San Francisco
Taiyo Maru Tues., Mar. 20.
Registration 9.45 a.m.
Letters 10.30 a.m.
(Due San Francisco 15th April.)

Shanghai, Japan, Canada, U.S.A., C.S. America, *Europe via Victoria B.C. and Europe via Siberia
Pres. Grant Tues., Mar. 20.
Parcels 3 p.m.
Registration 4.15 p.m.
Letters 5 p.m.
(Due Victoria B.C. 9th April.)

Straits, Egypt and Europe via Marseilles
Philoctetes Tues., Mar. 20.
K. P. O.
Registration 1 p.m.
Letters 1 p.m.
G. P. O.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 20th April.)

Amoy Tues., Mar. 20, 6 p.m.
Manila, Australia and New Zealand via Thursday Island
Tango Maru Wed., Mar. 21.
Registration 8.45 a.m.
Letters 9.30 a.m.
(Due Thursday Island 2nd April.)

Java via Batavia Wed., Mar. 21, 2.30 p.m.
Straits and Calcutta Ho Sang Fri., Mar. 23.
Parcels Noon.
Letters 1.00 p.m.
Weihsaiwei Fri., Mar. 23, 2 p.m.
Kueichow Fri., Mar. 23, 2.30 p.m.

Swatow, Amoy and Foochow Hailong Sat., Mar. 24.
K. P. O.
Registration 2.30 p.m.
Letters 2.30 p.m.
G. P. O.
Registration 2.45 a.m.
Letters 2.45 a.m.
(Due Marseilles 22nd April.)

Saigon, *Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt, and Europe via Marseilles
Porthos Tues., Mar. 27.
K. P. O.
Registration 1 p.m.
Letters 1 p.m.
G. P. O.
Registration 1.45 p.m.
Letters 2.30 p.m.
(Due Marseilles 27th April.)

Shanghai, Japan, Canada, U.S.A., Central and South America, *Europe via Vancouver, B.C. and Europe via Siberia
Empress of Asia Tues., Mar. 27.
Parcels 3 p.m.
Registration 4.15 p.m.
Letters 5 p.m.
(Due Vancouver B.C. 16th April.)

Swatow Hop Sang Tues., Mar. 27, 5 p.m.
Sandakan Hsinang Thurs., Mar. 29, 1.30 p.m.
*Correspondence bearing vessel's name only.

P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

Agencies for:—
Bollinder's Crude Oil Engines Marine, Stationary and Lighting.

"WYANDOTTE" Boiler Cleaner and Cleanser.

King's Building, Top Floor.

Telephone Central, 4422. Telegraphic Address "FARSEEING"

CANTON'S REIGN OF TERROR

Photographs showing the terrible

havoc now on sale at

MEE CHEUNG

Studio, Ice House St. Branch 7, Beaconsfield Arcade.

REISS, MASSEY & CO., LTD.

Engineering Department.

THE LEADING SANITARY ENGINEERS

Sole Agents for

G. N. HADEN & SONS, LTD.

THE FAMOUS HEATING

and

VENTILATING ENGINEERS

ESTIMATES SUBMITTED FREE

Telephone C. 673.

Cable "JOSSTREE"

Hongkong.

LA PERLA DEL ORIENTE

EXCELENTES



A
FAVOURITE
Shape
of a
WELL KNOWN
Brand
at

Yours Truly
Tobacco Store

22, Des Vaux Road C. (Tel. C. 1856.)

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.



The Man who Appreciates
Something "A little Better"
Always ask for CASCADE

The distinctive flavour, its purity
and healthful properties appeal to
men who know.

Not the cheapest beer on the
market but—"The Beer without a
Peer."

"RICKSHAW" BRAND
CEYLON TEA

Cheapest and Best

From all leading Compradores.
PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

FINANCE OF THE
PAPER TRUSTS.RAMIFICATIONS OF
GROUPS.LORD ROTHERMERE'S CHAIN
OF EVENING JOURNALS.

SECRETS OF CONTROL.

The challenge which Viscount Rothermere has thrown at the provincial Press by his project for establishing a chain of evening papers throughout Great Britain provides an opportunity for reviewing modern journalism and the position which has developed as a result of the fusing of numbers of newspapers into combines.

The *Morning Post* Special Correspondent reveals below, in a compressed form, the ramifications of these trusts, especially from the financial angle, and exhibits their personnel and something of their control.

In view of the announcement that new provincial evening papers are to be established by the Northcliffe House groups, some account of newspaper finance in general may be of interest.

The method of financing these new papers is to ask the public to take up debentures to the extent of £5,000,000. Then Lord Rothermere himself will apply for 500,000 of the Ordinary shares. One million of the Ordinary shares are to be taken by the Associated Newspapers, Ltd., and the Daily Mirror Newspapers, Ltd., this priority being given to them in consideration of their guarantee for the debentures.

The remaining million shares are to be on option for five years to the two companies mentioned. It will be noted that the public are to have no opportunity of taking up the Ordinary shares, but are limited to debentures.

The Associated Newspapers, Ltd., controls, among other things, the *Daily Mail*, the *Illustrated Mail*, the *Overseas Daily Mail*, the *Evening News*, and the *Weekly Dispatch*. In should be noted, however, that the controlling interest, Newspapers, Ltd., is held by the *Daily Mail* Trust, Ltd., which was formed in 1922 to acquire the 400,000 Deferred shares of Associated Newspapers, Ltd., formerly held by Viscount Northcliffe. Associated Newspapers, Ltd., also controls the Anglo-Newfoundland Development Co.

Trust's Control.

The *Daily Mail* Trust, therefore, is the controlling voice in the Northcliffe group. Its authorised capital is £2,500,000 in £1 shares, with 15s. paid up, including a bonus of 5s. per share. Last year it declared a dividend of 3s. per share, free of tax.

Associated Newspapers has an authorised capital of £4,100,000. Of this £500,000 is in 5 per Cent. Cumulative Preference shares and £300,000 in 7 per Cent. Cumulative Ordinary shares, both of which are fully paid up, and £3,000,000 Deferred shares, on which £2,250,000 has been paid. The dividend on the Deferred shares is 40 per cent., less tax.

The *Daily Mirror* Newspapers, Ltd., (*Daily Mirror* and *Sunday Pictorial*) has an authorised capital of £2,200,000. Of this £800,000 (of which £350,000 has been issued and paid) is in 8 per Cent. Cumulative Preference shares and £1,400,000 in Ordinary shares, including bonus shares. The dividend is usually 30 per cent., less tax, and there have been two bonuses.

In recording the Rothermere interests it should not be forgotten that Lord Rothermere owns 49 per cent. of the *Evening Standard* under arrangement made when the Hulton properties were divided up.

The Berry Group.

Another group, controlled by the Berry brothers, has been acquiring newspapers at a great rate of late years. The Berry brothers and Sir E. Hiffe recently bought the *Daily Telegraph* for a figure that has not been made public. Other papers in which the Berry group have an interest are:

The *Daily Sketch*,
The *Financial Times*,
The *Daily Dispatch* (Manchester).

The *Sporting Chronicle*,
Glasgow *Daily Record* and *Mail*,
North *Mail*,
Newcastle *Daily Chronicle*,
Newcastle *Weekly Chronicle*,
North-Eastern *Daily Gazette* (Middleborough).

Northern *Weekly Gazette*,
Tees-side *Weekly Herald*,
The *Western Mail* (Cardiff),
Manchester *Evening Chronicle*,
Glasgow *Evening News*,
Newcastle *Evening Chronicle*,
South Wales *Evening Express*,
Sunday Times,
Sunday Graphic,
Empire News (Manchester),
Weekly Mail (Cardiff),
Sunday Mail (Glasgow),
Sunday Sun (Newcastle).

Innumerable weekly publications must be added to the above list, many of them published by the Amalgamated Press, which some

OIL SHARES DISPUTE.

M.P.'s APPEAL TO THE HOUSE
OF LORDS.

Judgment was given by the House of Lords in the appeal of Sir Harry Seymour Foster, M.P., which arose out of the action by Mr. William Guy-Pell to recover £3,155, which in February, 1922, he subscribed for Debentures issued by the Standard Petroleum Exploration Company, Ltd. He alleged that he made the investment at the instance of Sir Harry Seymour Foster, the chairman of the company, who indemnified him against loss.

The Debentures were sold by public auction in July, 1925, and realised £25. The company owned valuable oil-bearing properties in Roumania, which were destroyed in 1916 by the British Mission under Sir John Norton Griffiths, and the Debentures in question were part of an issue to enable the resumption of work pending the determination of a claim against the Crown for £231,685.

The Lord Chancellor said that upon the whole matter it appeared to him that the time for ascertaining the plaintiff's loss upon the First Debentures had not yet arrived, and accordingly that the plaintiff's claim in respect of those Debentures could not be sustained. With regard to the second contract of indemnity, relating to the Prior Lien and First Debentures, the principle to be applied was the same, but the result was different.

His Lordship was of opinion that the appeal should succeed as to the first contract of indemnity, but should fail as to the second contract, and accordingly that the order of the Court of Appeal should be varied by reducing the amount for which judgment was given for the plaintiff to £780.

Viscount Dunedin and Lords Shaw, Carson, and Warrington concurred.

time ago was floated by the Berry group, and is controlled by them.

The main newspaper interests of the Berry, apart from the Amalgamated Press, are controlled by Allied Newspapers, Ltd., and Allied Northern Newspapers, Ltd. Recently they also acquired and floated the *Financial Times*. Allied Newspapers, Ltd., has an authorised and issued capital of £6,750,000, divided into £4,750,000 8 per Cent. Cumulative Preference share and 2,000,000 Ordinary shares. This company owns, among other things, all the shares in Allied Northern Newspapers, Ltd., the *Sunday Times*, the *Daily Dispatch*, the *Evening Chronicle*, the *Sunday Chronicle*, the *Empire News*, the *Athletic News*, &c. Last year it paid 6 per cent. interest. The company last year bought all the Ordinary shares in the *Daily Sketch* and *Sunday Herald* (now *Sunday Graphic*), Ltd.

Allied Northern Newspapers, Ltd., was formed in 1925 to acquire all the share capital of the Associated Scottish Newspapers, Ltd., and other Northern newspapers. Its capital in £1 shares is £1,000,000, but there is authorised 6½ per Cent. First Mortgage Guaranteed Debenture Stock to the amount of £3,000,000, of which £2,300,000 has been issued.

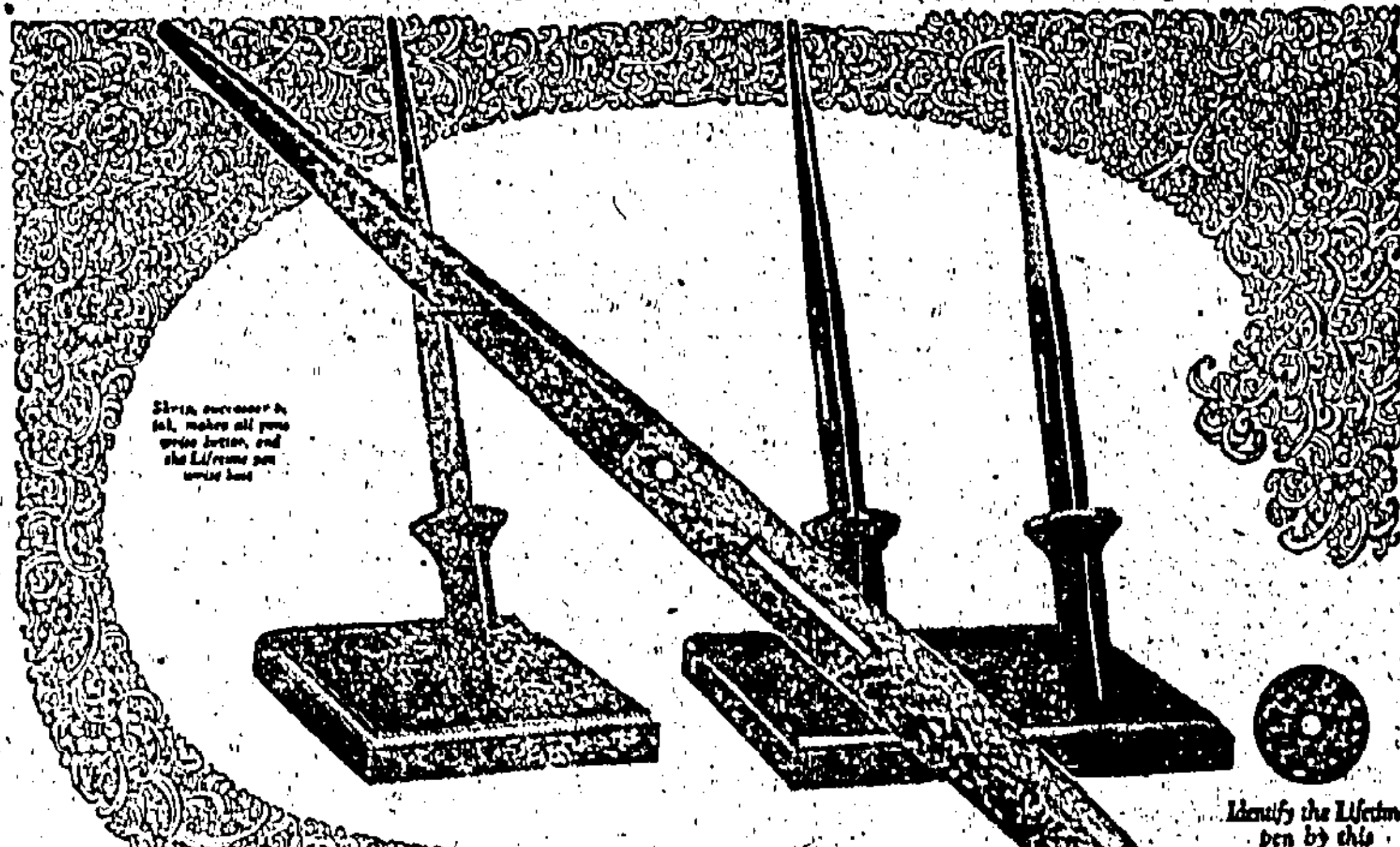
The *Daily Chronicle* Investment Corporation, Ltd., was formed in 1927, with a capital of £3,050,000. This was made up thus:
£ 800,000 in 7½ First Cum. Pref. Shares.
700,000 in 8½ Second Cum. Pref. Shares.
1,400,000 in Ordinary Shares.
150,000 in 3,000,000 Deferred Shares of 1s.

£3,050,000

This company was formed to purchase from Mr. Lloyd George the whole, or at least 610,000 of the Ordinary Shares of United Newspapers, Limited. The purchase price was £2,900,000, payable as to £1,750,000 in cash and as to £1,150,000 in Ordinary Shares. The papers controlled are the *Daily Chronicle*, the *Sunday News*, the *Edinburgh Evening News*, and the *Yorkshire Evening News*.

The London *Express* Newspaper, Limited, has an authorised capital of £1,000,000, divided into £500,000 in 7 per Cent. Cumulative Preference Shares, of which £177,500 has been issued and paid, and 500,000 Ordinary Shares of £1, of which £237,000 has been issued and paid. After payment of 2 per cent. on Ordinary Shares 90 per cent. of the profits are applied in redemption of Debentures. Of 5 per Cent. First Debentures £44,225 are outstanding. Of the 8 per Cent. Debentures £160,700, are outstanding. The London *Express* Newspaper, Limited, holds a controlling interest in the *Sunday Express*, Limited, and guarantees the principal and interest of the £250,000 8 per Cent. Debentures of the *Sunday Express*.

In the list of directors of these various companies given below it may come as a surprise to see that Lord Beaverbrook is not a director of the *Express*. He is, however, the biggest shareholder, and exercises a commensurate influence.



Here is the greatest improvement
ever made in Writing Instruments

You cannot begin to appreciate how great the improvement really is until you have actually tried, on your own desk, the Sheaffer fountain pen desk set. Other desk sets are only imitations. Sturdy, fixed sockets hold the gracefully tapering pens, always ready, at an easy angle, for the writing hand to grasp. And the pens, specially designed for desk set use, are the famous Lifetimes—unconditionally guaranteed by the maker for a lifetime.

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CAPABLE OF HANDLING SHIPS UP
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TELEPHONE NO. 212.

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Maximum Light, Strength and
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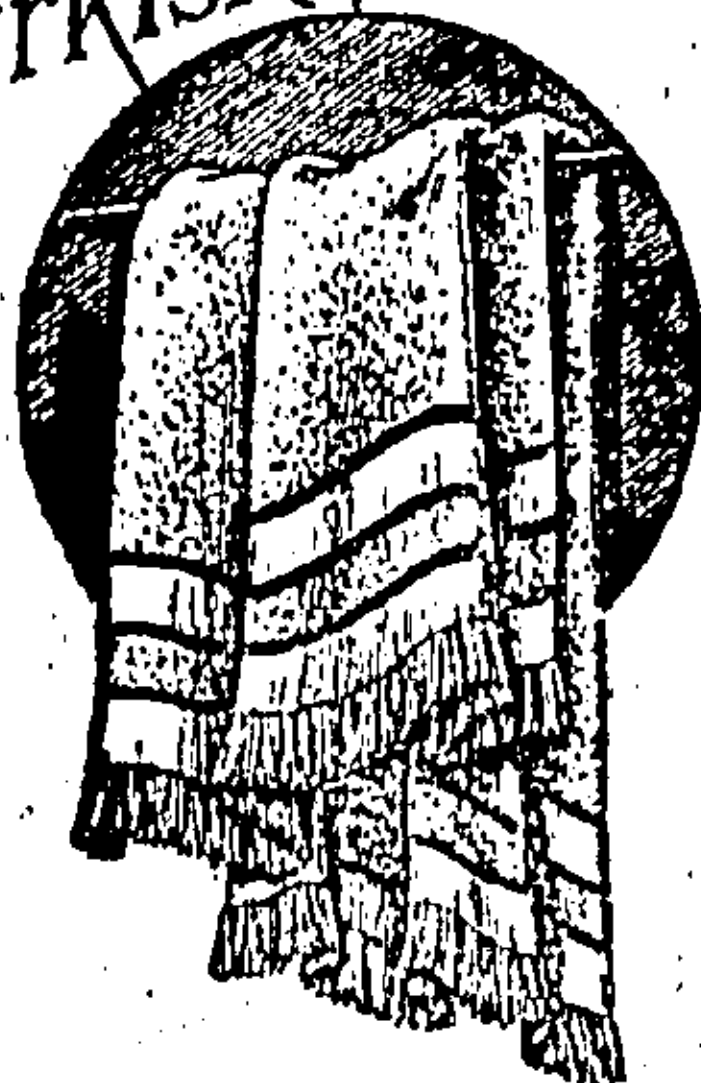
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It always costs less at WHITEAWAYS

CALL AND INSPECT OUR NEW SPRING STOCKS. FRESH GOODS ARRIVING EVERY DAY.

The W. L. RANGE of

FRINGED Turkish Towels**OUR W. L. TURKISH BATH TOWELS**

are reliable and Hard Wearing

WL 1	18" x 32"	PRICE	45 cts. each
WL 3	18" x 44"	"	75 " "
WL 4	22" x 44"	"	\$1.00 "
WL 6	27" x 52"	"	1.50 "
WL 8	28" x 54"	"	1.95 "
WL 10	28" x 58"	"	2.75 "
WL 12	36" x 60"	"	3.50 "

FULL STOCKS HAVE JUST ARRIVED
READY FOR THE BATHING SEASON.**PLAIN HEMMED MARPLE SHEETS
HEAVY WEIGHT.**

No. 144 2 yds. x 3 yds. @ \$9.95 pair.

No. 551	"	"	"	"	11.50
No. 626	"	"	"	"	12.50

FINE LIGHT WEIGHT

No. 334 2 yds. x 3 yds. \$ 10.50 pair.

No. 377	"	"	"	"	12.50
No. 144 2 1/2 yds. x 3 yds.	"	"	"	"	13.50
No. 551	"	"	"	"	14.50
No. 626	"	"	"	"	16.50
No. 334	"	"	"	"	15.50
No. 377	"	"	"	"	16.50

HEMSTITCHED MARPLE SHEETS.

No. 4441 2 yds. x 3 yds. \$ 11.50 pair.

No. 5552	"	"	"	"	12.50
No. 6663	"	"	"	"	13.50
No. 3334	"	"	"	"	13.50

THE MOST SERVICABLE SHEET MADE.

HEMSTITCHED TURKISH TOWELS.

Made from Best Ashorbent Cotton.

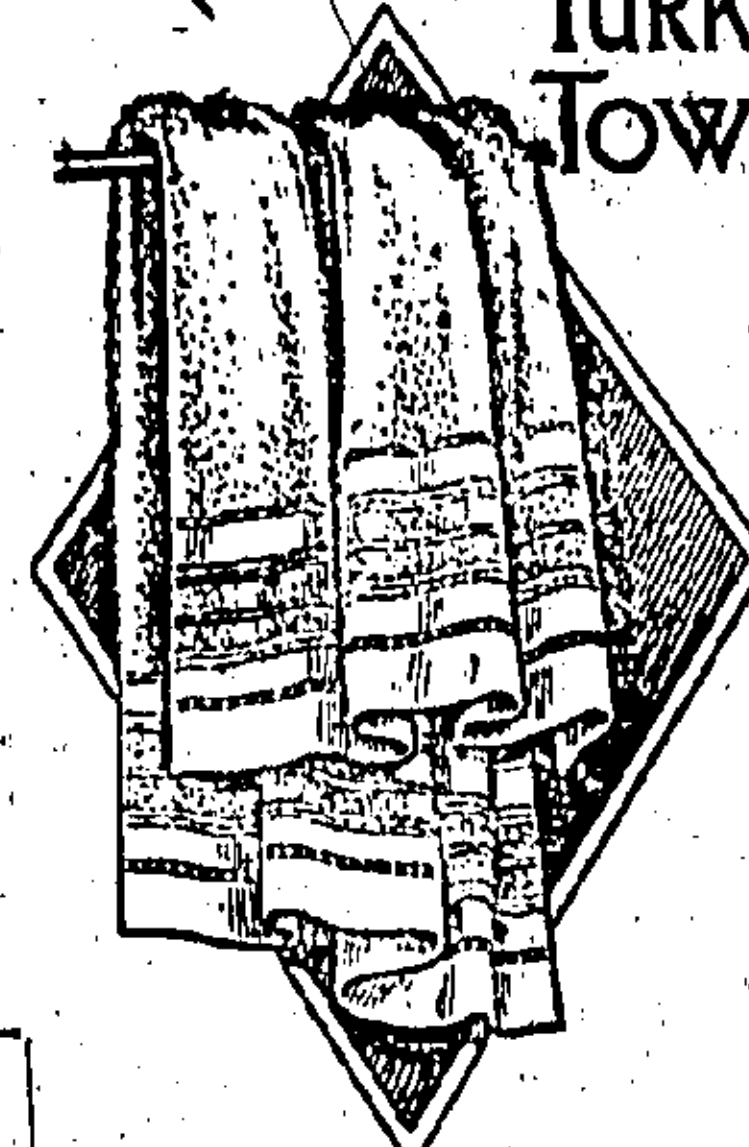
WL 1 HS	24" x 45"	PRICE	1.75 each
WL 2 HS	28" x 54"	"	2.50 "
WL 3 HS	30" x 66"	"	3.50 "
CHRISTIE'S BATH SHEETS.			
No. B 3	57" x 84"	@	10.50 each

STANDARD VALUE ROMA TOWELS.

"Roma" 28" x 50" @ 1.35 each

TRY US FOR BATH TOWELS.

WE GIVE YOU QUALITY AND VALUE.

The W. L. Range of
**HEMSTITCHED
TURKISH
TOWELS****WHITEAWAY'S MOSQUITO NETS**

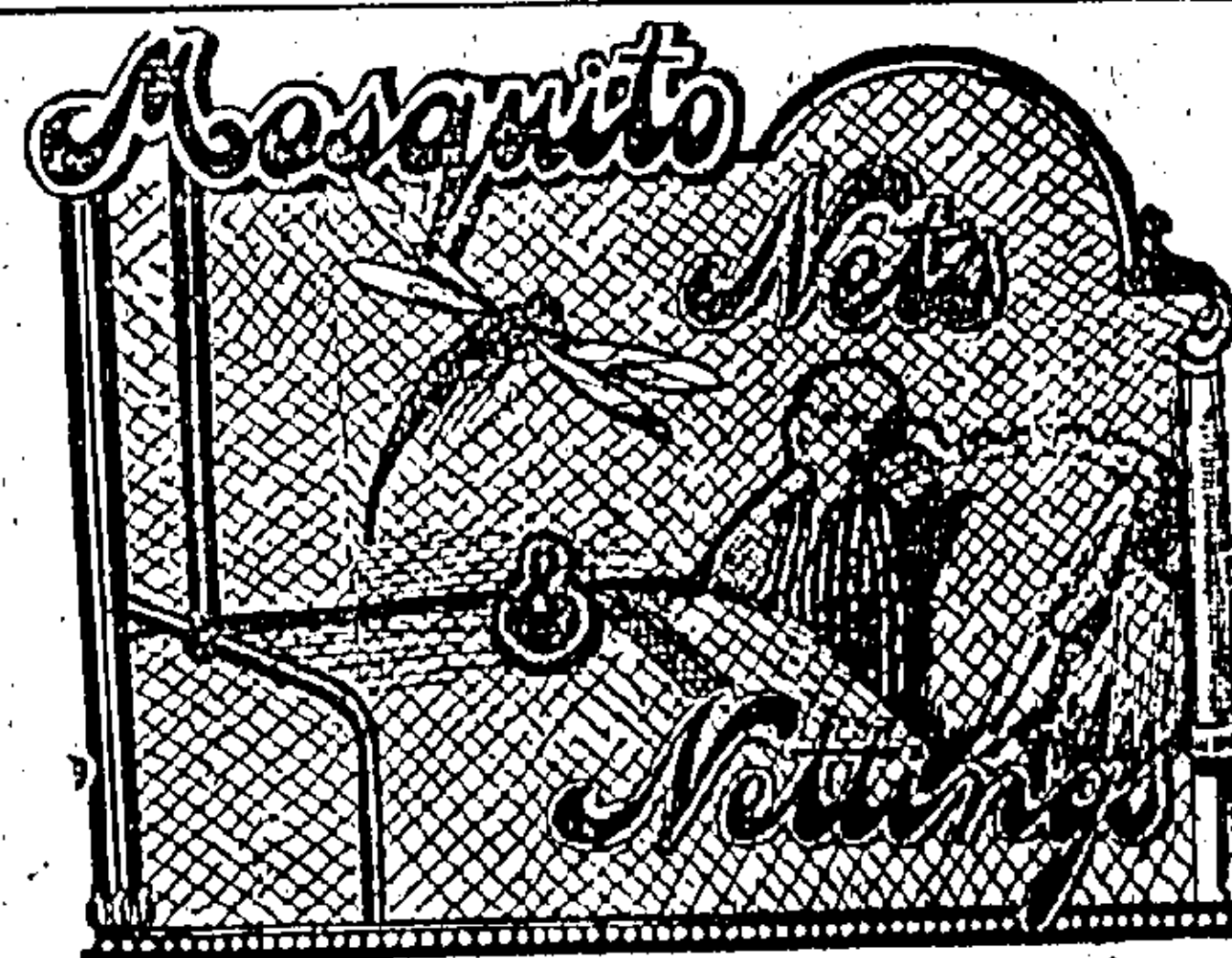
ARE THE BEST.

Square Top Nets.

3' x 6' 6"	Price	\$14.75 each
3' 6" x 6' 6"	"	15.75 "
4' x 6' 6"	"	16.75 "
4' 6" x 6' 6"	"	17.75 "
5' x 6' 6"	"	18.25 "
5' 6" x 6' 6"	"	19.75 "
7' x 6' 6"	"	24.50 "

Round Top Nets.

3' x 6' 6"	Price	\$16.50 each
3' 6" x 6' 6"	"	17.50 "
4' x 6' 6"	"	18.50 "
4' 6" x 6' 6"	"	19.50 "
5' x 6' 6"	"	20.50 "
5' 6" x 6' 6"	"	21.50 "
7' x 6' 6"	"	27.50 "

**MOSQUITO NETTINGS**

72" wide @ \$1.00 yard.

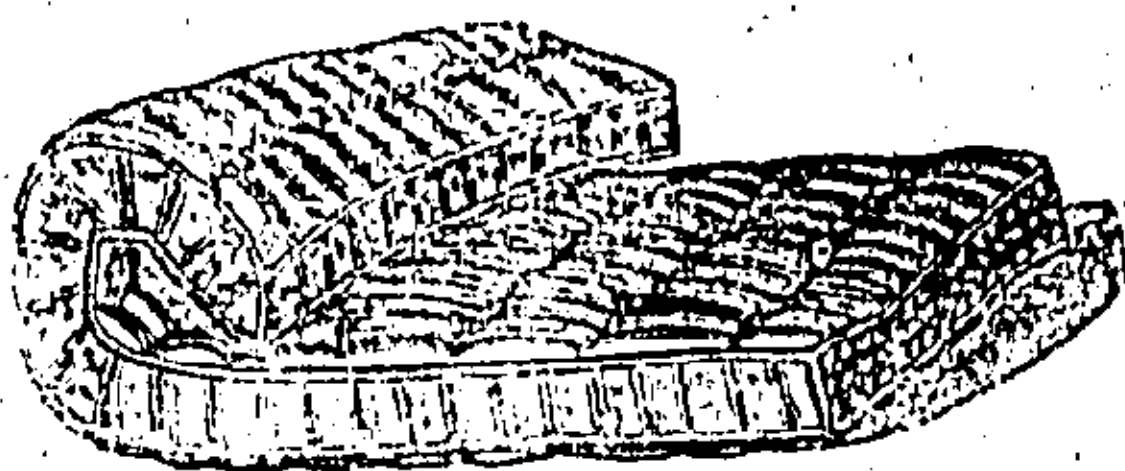
90" " " 1.25 "

108" " " 1.50 "

All our nets are guaranteed.

MATTRESSEX.**COIR FIBRE**

Size	Cotton Tick	Linen Tick
3' x 6' 6"	12.50 each	15.50 each
3' 6" x 6' 6"	15.50 "	17.50 "
4' x 6' 6"	16.50 "	20.50 "
4' 6" x 6' 6"	18.50 "	22.50 "
5' x 6' 6"	21.50 "	24.50 "
5' 6" x 6' 6"	22.50 "	26.50 "

**PILLOWS**

KAPOK AND HORSEHAIR MATTRESSES	KAPOK	20" x 30"	2.95 each
MADE TO ORDER IN ALL QUALITIES	FEATHER	" " "	7.50 "
BOX SPRING MATTRESSES	ALL PRICES	DOWN	15.75 "

MATTRESSES RECOVERED & CLEANED AT LOW PRICES.

CALL AND SEE OUR CRETONNES, REPPS, ETC.

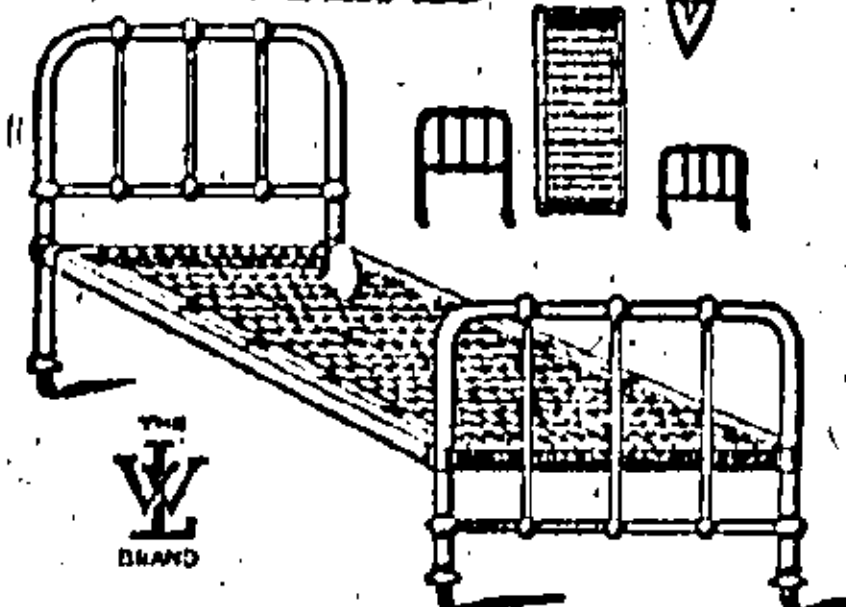
THE BIGGEST SELECTION IN HONGKONG

LOOSE COVERS MADE TO ORDER AND

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ESTIMATES GIVEN FREE.

WHITEAWAY'S FURNISHING DEPARTMENT (FIRST FLOOR.)

**RESTEEZI
BEDSTEAD**

ONE OF WHITEAWAY'S STANDARD VALUES.

This very servicable bed
is made in three parts
of good strong metal.
FINISHED WITH WHITE
EGGSHELL ENAMEL.

Note the Patent Spring.

\$24.50 each.

SIZE 3' x 6' 6"

THE BEDSEAT**FOLDING BABY CAR.**Wonderful value in baby
carriages, well sprung
and very comfortable.

\$55.00 each.

BRITISH MADE

**THE MONSTER**COLOURED BATH TOWEL.
JUST THE TOWEL FOR
BATHING.

Only \$1.00 each.

SPECIAL VALUE

**MARPLE****PLAIN BUTTONED**

No. M 20" x 30" @ 1.00 each.

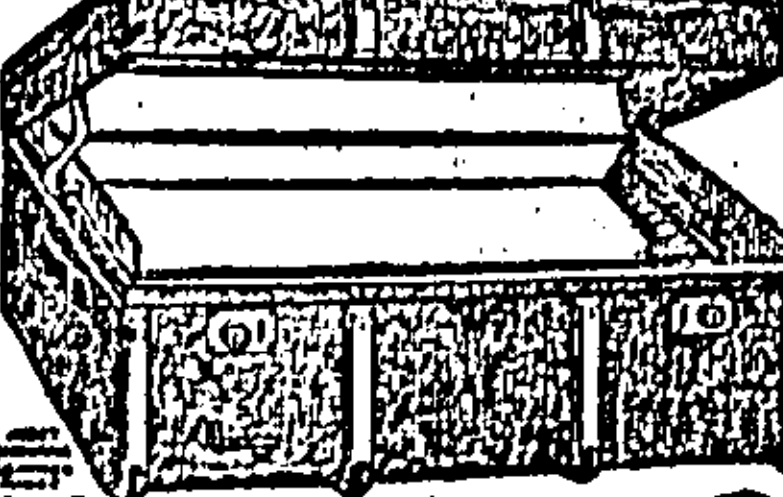
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No. M 20" x 30 1.50 "

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MARPLE for QUALITY.**"THE OCEAN"****TRAVELLING TRUNK**

ONE OF WHITEAWAY'S STANDARD VALUES

STRONG CABIN SIZE TRAVEL-
LING TRUNK COVERED WITH
GREEN ROT PROOF CANVAS.

\$16.50 each.

NEW CURTAIN NETS, SILKS, ETC. ETC.

ARRIVING EVERY WEEK

CURTAINS MADE AND FIXED AT LOW PRICE

MEASUREMENTS TAKEN AND ADVICE

GIVEN FREE OF CHARGE.

GIVE US A TRIAL. WHITEAWAY'S CURTAINS ARE THE BEST.

**THE
"COMPACTUM" COMPACTUM CAR**

ONE OF WHITEAWAY'S STANDARD VALUES

THE DREEZE BATH MAT

SIZE 21" x 37

Standard \$1.35 Price.

STRONG AND DURABLE.

ONE OF OUR STANDARD

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VERY STRONG AND WELL
FINISHED, THE IDEAL
FOLDING BABY CARRIAGE
For Travelling.**STANDARD PRICE**

\$37.50 each.

NOTE THE PRICE.

"DREEZI"**BATH MAT**

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**THE
"GOEEZI"
FOLDING
PUSH CAR**

WHITEAWAY'S STANDARD VALUE

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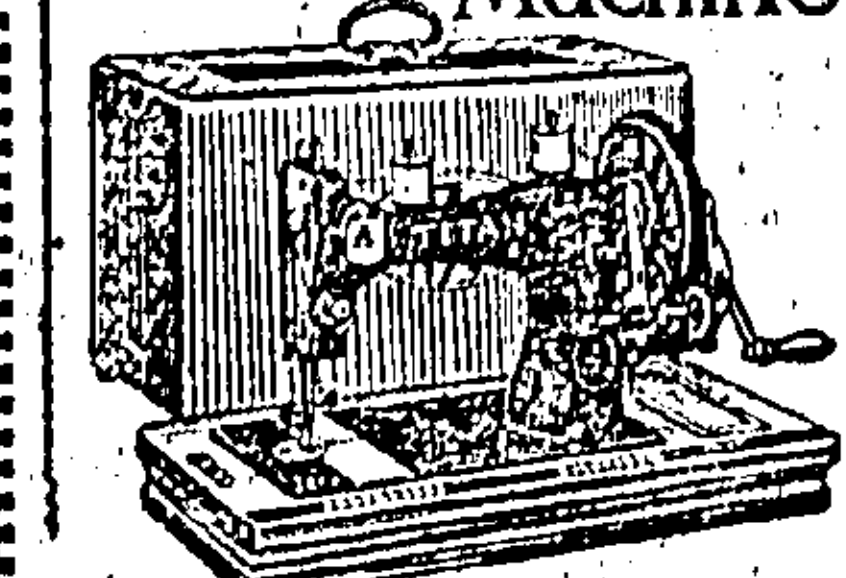
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**The
"TITAN"
Sewing Machine**

ONE OF WHITEAWAY'S STANDARD VALUES.

**THE BUNGALOW TOILET SET**

WONDERFUL VALUE \$4.50 SET

**The TITAN
SEWING MACHINE**

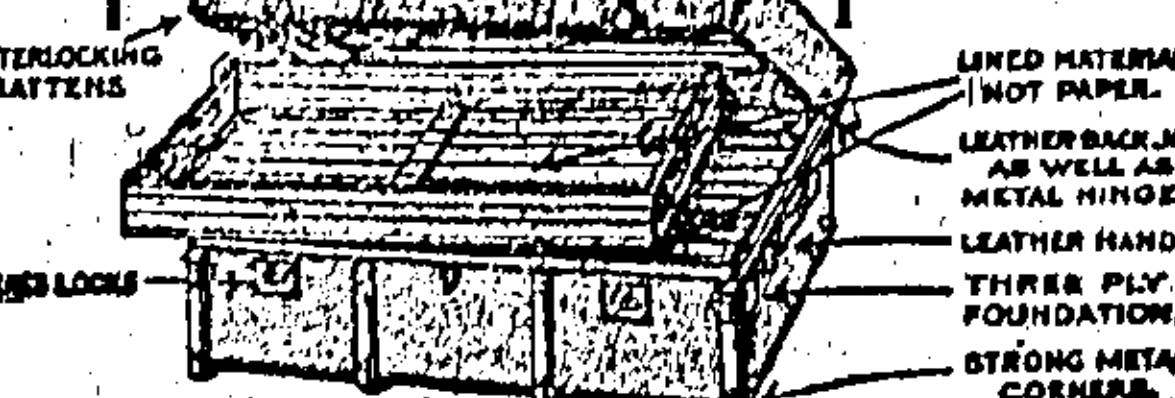
THIS REMARKABLY LOW PRICE MACHINE

CAN BE SUPPLIED IN THREE QUALITIES.

No. 1 Price 45.50 each.

" 2 " 50.00 "

" 3 " 55.00 "

**THE
"TOURIST" Cabin
Trunk**

ONE OF WHITEAWAY'S STANDARD VALUES.

STOCKED IN 5 SIZES. STRONGLY MADE & WELL FINISHED.

Size 30" @ 19.50 each.

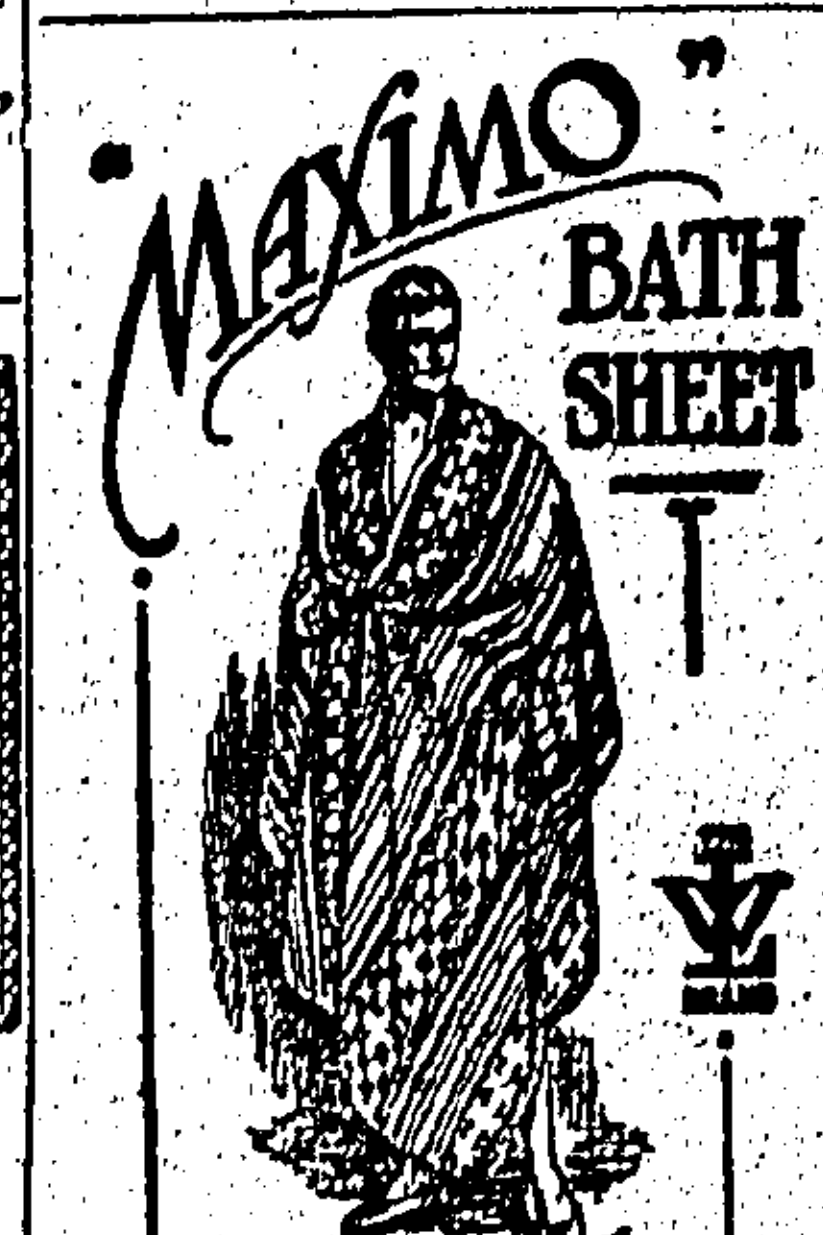
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" 36 " 25.50 "

**LINEN TABLE CLOTHS IN ALL SIZES.****LINEN SERVIETTES TO MATCH.**Cotton table cloths and serviettes, plain
and fancy tea cloths and teapoy covers,
hemstitched and embroidered side-
board cloths, hemstitched and embroi-
dered duchesse sets.

CUSHIONS, CUSHION COVERS, DUSTERS ETC.

ALL AT THE BEST POSSIBLE VALUE.



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Maximo bath towel

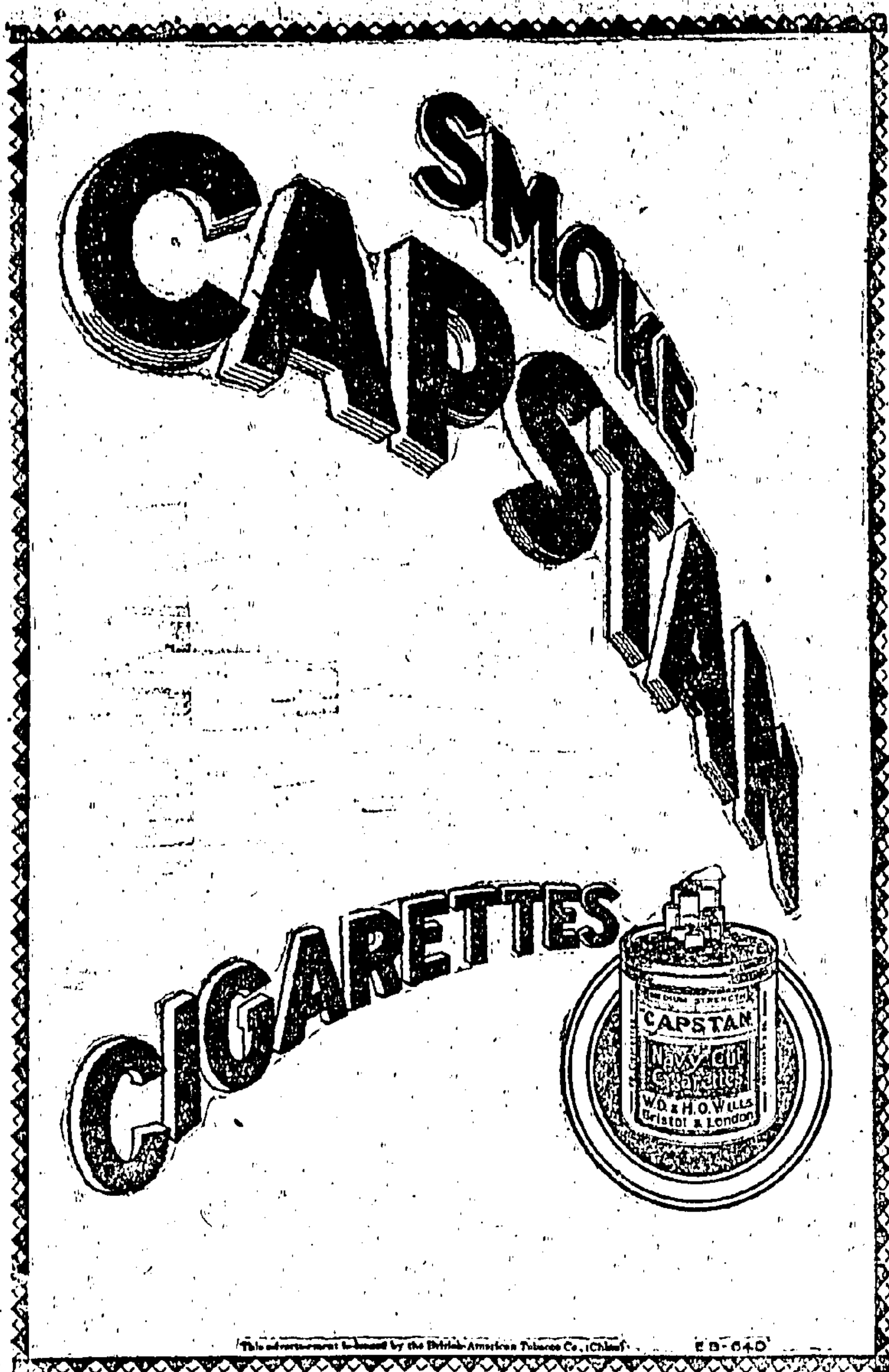
28" x 52" \$1.50 each.

Maximo bath sheet

40" x 72" \$3.75 each.

WHITEAWAY LAIDLAW & CO., LTD. FIRST FLOOR SHOWROOMS.

20, DES VOEUX ROAD, C. HONGKONG.



CAPSTAN
CIGARETTES

W. & A. H. W. L. LONDON

MERE BEER.

MR. WOODPECKER'S ADVICE
TO THE GOVERNMENT.

[By S. L. Bensusan.]

Under the auspices of their Union farmers had held a crowded meeting at Market Waldron, and their representatives had told a sad story of depression and trouble in the industry. They informed the world, as represented by the "Market Waldron Intelligence," whose energetic reporter was in attendance, that the time is coming when England's broad acres will revert to prairie and England's sturdy farmers will move en masse in the direction of the workhouse.

The reporter, having attended several meetings of like kind, was not stirred to the innermost depths of his being, and the column and a half allotted to him by the Editor would, he feared, be hard to fill. He left the meeting and mounted his bicycle for a little run round the riverside villages in search of inspiration, and he found some in the sight of a sturdy upstanding man, blue-eyed, red-bearded, and seemingly well content, whom he had noted on the outskirts of the gathering. The thought came to him that an interview with a "son of the soil" to be headed "What is Wrong with Farming?" would give a little stimulus to what might also be a rather dull story. He is a man of ideas in the reporter in question, and quick to act, so he jumped off his bicycle and said to the stranger, "Excuse me, but I think you work on a farm?"

"Nobody ain't ever heard me say I don't," was the reply.

"I want to talk about farming to somebody who really understands it," said the reporter.

"You'll go a long way on that old machine of yours," replied the stranger, "for you find a man what knows it better. Telly fr why. I'm in me sixty an' I started, w' rook searing time I was seven."

"You're the man for me," said the reporter with conviction. "Will you come up to the corner there and have a pint of beer while we chat?"

"That's th' first sensible thing I've heard anybody say all day long," said Mr. Solomon Woodpecker, by way of assent. "Time I'd taken me bullocks to market I act an' listened to all them folk chatterin' till that same as tired me out. You wouldn't find Master Smallbone among that lot, Telly fr why. He's too busy, an' time things don't go right he git busier an' busier."

"They moved together in the direction of the 'Goat and Compasses,' and there on the bench in the sun refreshment was served. After the first steady pull at his pewter Mr. Woodpecker remarked, 'Now do ye ask me what you want to know, an' I'll larn ye.'"

"What's wrong with corn growing?" demanded the reporter. "I ain't seed nowt amiss w' it," replied Mr. Woodpecker, after careful consideration. "We mostly get four quarters of wheat to th' acre come an' crany year, an' chance times that's five, and th' winter oats don't do amiss to my thinkin', an' we don't trouble much w' barley at Small Gains, bein' th' land's too heavy."

"And what about stock?" demanded the reporter.

"What about it?" returned Mr. Woodpecker. "You ain't any bullocks in th' market to-day better than them I brought in."

"And the price?" inquired the reporter.

"I got what Master ast fr em," replied Mr. Woodpecker, "an' a crown over. If so be I han't, I'd ha' brought them back. Them's me orders."

"What about roots and seeds," asked his host.

"We don't grow no seedsees, an' we don't sell no rootsees," replied Mr. Smallbone's righthand man,

"AN ALADDIN'S CAVE."

POLICE DISCOVERY AT
WOMAN THIEF'S ROOMS.

"Her rooms must resemble an Aladdin's Cave," remarked Mr. Bingley, the Marylebone Magistrate, on reading a list of articles found by the police at the address of Annie Kentish, aged 49, charwoman, of Westbourne Park-crescent, Paddington.

Kentish pleaded guilty to stealing jewellery, clothing, books, and other articles valued over £25, from Messrs. William Whiteley, Bayswater; and other property worth £1 from an address in Harrow-road, where she had been employed. She was sentenced to four months' hard labour on each of three charges, a total of 12 months.

Mr. Freke Palmer said that Kentish was originally arrested on a charge of stealing stockings worth 9s. 6d., and she turned upon a woman detective, struck her in the face, and struggled violently. Her rooms were searched, and a large quantity of property was found. There were articles of jewellery, £26 10s. in a jewel case, 19 pairs of silk stockings, 57 handkerchiefs, 34 packets of flower seeds, 16 remnants of silk, and many other things, a proportion of which had been identified by Messrs. Whiteleys, Messrs. Barkers, and Messrs. Harrods.

Previous convictions were mentioned, and the Magistrate said that it was clear that Kentish spent her life looting big shops. She really ought to go to penal servitude. In addition to her sentence, he ordered her to pay five guineas towards the costs of the prosecution.

"but the rootsees we do grow fat the cattle yunnerful."

"And hay?" asked the reporter.

"Master Smallbone should say that ain't a good price," admitted Mr. Woodpecker, "but that don't signify nothin' bein' we don't sell it. Time you got a big head of stock you want all y'r rootsees an' all y'r hay."

The reporter was not altogether at his ease. This particular Balaam was doing much as his predecessor had done in days of old, and it looked as though his pint of beer would cost him the price of a quart with no atoning advantage.

"You heard all those farmers at Market Waldron to-day," he said, "saying what was wrong with farming. There must be something amiss. What is it?"

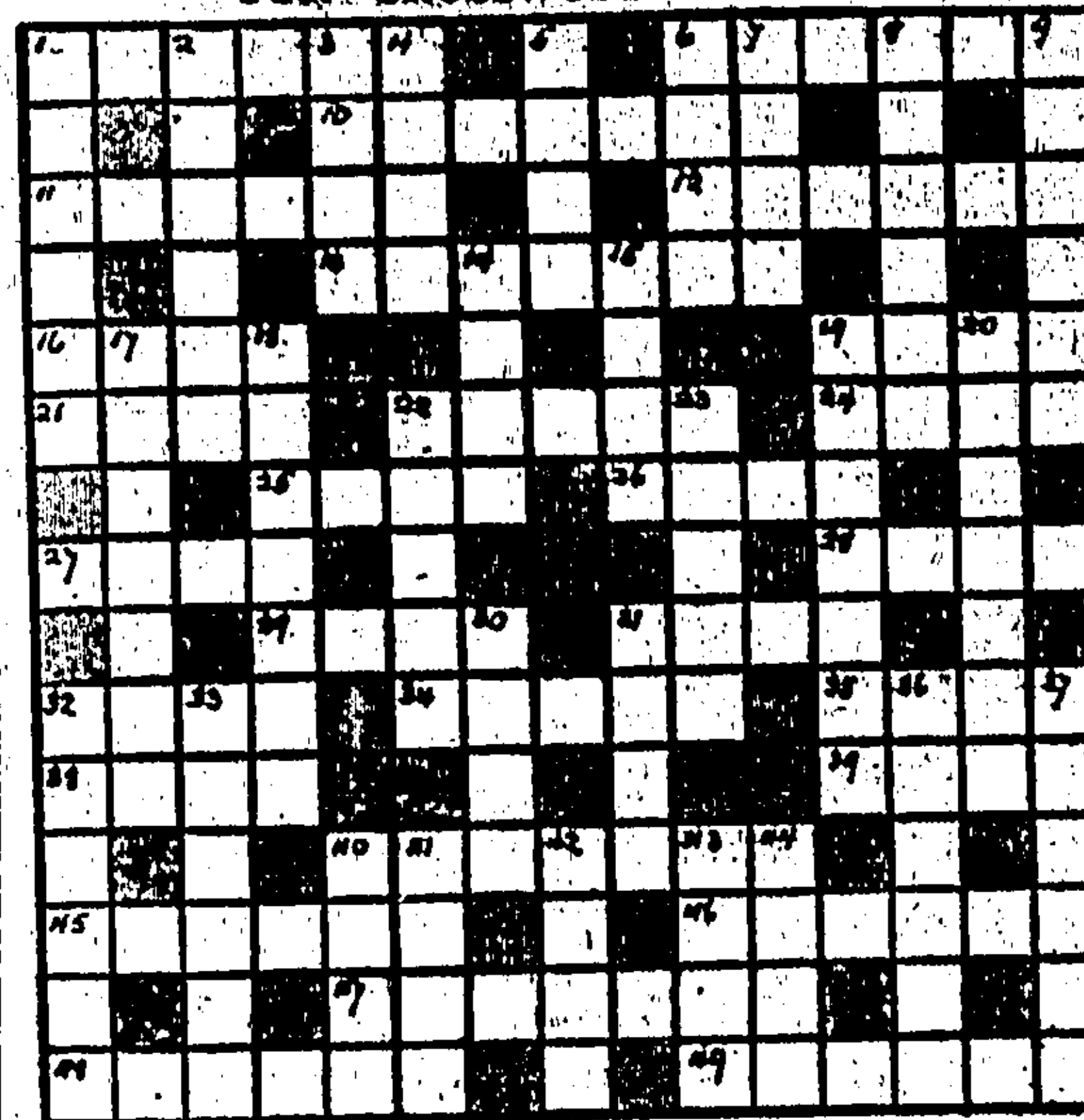
Mr. Woodpecker turned solemnly to the pewter pot, pointing to it with a large fore-finger. "That's amiss w' farming," he remarked. "Afore th' war a pint cost tuppence, an' to-day that costs 5' pence. If a man can't get his beer he can't put his heart inter his work, an' if he can't put his heart inter it like, he can't do it proper, an' if th' work ain't done proper it costs more money, an' if that costs more money time th' farmer's paid fr it he ain't got what he wants over like, an' then he doesn't like hisself, an' then he grumbles an' says he's revined. You are one of them what puts pieces in th' paper ain't ye?"

The reporter admitted that this is so.

"Then," said Mr. Woodpecker, draining his pewter, "do ye put a piece in th' paper that if so be th' Government will put th' beer back to where that used to be, th' men 'll work better an' th' farmers will make more money, an' everybody will stop grumblin' an' be right down reg'lar happy."

"Looking at me," he concluded gravely, "I mind th' time when I could drink me half gallon an' not rob me fam'ly, an' nowadays I gatter meet a furriner same as you 'fore I can take as much as a pint without feelin' it in me trowsers pocket."

OUR CROSSWORD PUZZLE.

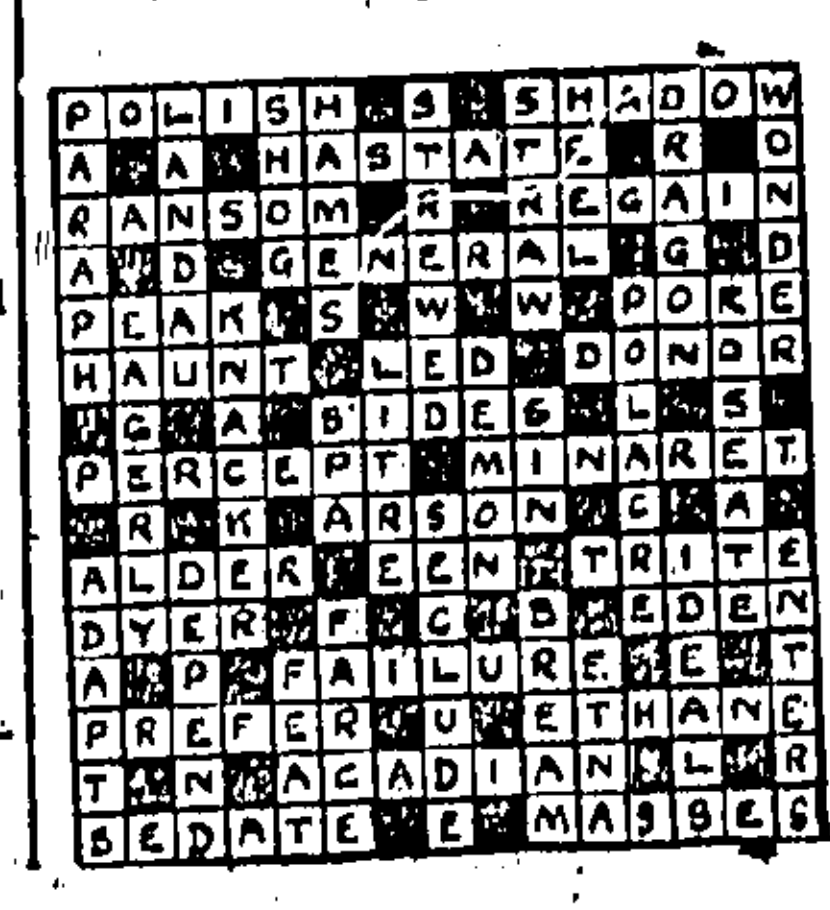


- Across.
- Lay out.
 - Take suddenly.
 - Genus of flowering shrubs.
 - Chinese boat.
 - Burdened.
 - Back of a fireplace.
 - Jewish month.
 - Entire.
 - Uncommon.
 - Sacred song.
 - So let it be.
 - Tidy.
 - Collection of houses.
 - Eager.
 - Influenced by fear.
 - Considered individually.
 - Lively.
 - Incline to action.
 - Hourly.
 - Cardinal point.
 - Part of a telescope.
 - Hauled.
 - Feminine composer of rhymes.
 - Lower.
 - Fix in a stable condition.
 - Sprightly part or strain.
 - All.
 - Hinders from growing to natural size.

- Down.
- Near female relation.
 - Meat report.
 - At a distance.
 - Low sand hill.
 - Foot wear.
 - Pit in which green fodder is preserved.
 - Body of an ancient temple.
 - Irksomeness.

- Secreted.
- Degenerate in idleness.
- Blockhead.
- Masked.
- Those who grant to others for temporary use.
- Woolly.
- To turn in contrary direction.
- Piece of cloth sewed on a garment.
- Kind of cherry.
- Stone used for sharpening.
- Stop.
- Vehicle mounted on runners.
- Order for goods.
- Bowman.
- Revel with velocity.
- Fruit.
- Figure on an escutcheon (Her).
- Denoting more than one person.
- Variety of camelian.
- Falls in winter.

Yesterday's Puzzle.



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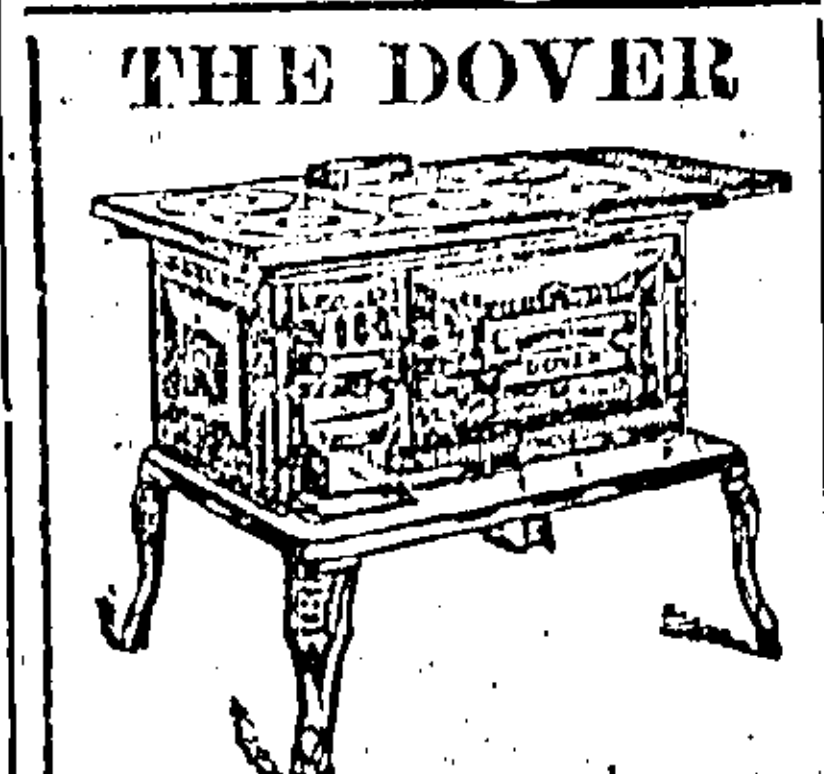
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is Page 3 of the

38th. ANNUAL REPORT AND STATEMENT
OF ACCOUNTS

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FRECKLES AND HIS FRIENDS



THE TICKET
THAT FRECKLES
FOUND AND
TAKEN AWAY
IS THE
LUCKY NUMBER
THAT WINS
THE
TURKEY!
— BUT
THE TICKET
IS GONE!!
SUCH
LUCK!!

YES—AN IF YOU
WOULDN'T MADE ME
TROW IT AWAY
WE COULD HAVE
A NICE TURKEY
FOR OUR
TAAKSSING!!

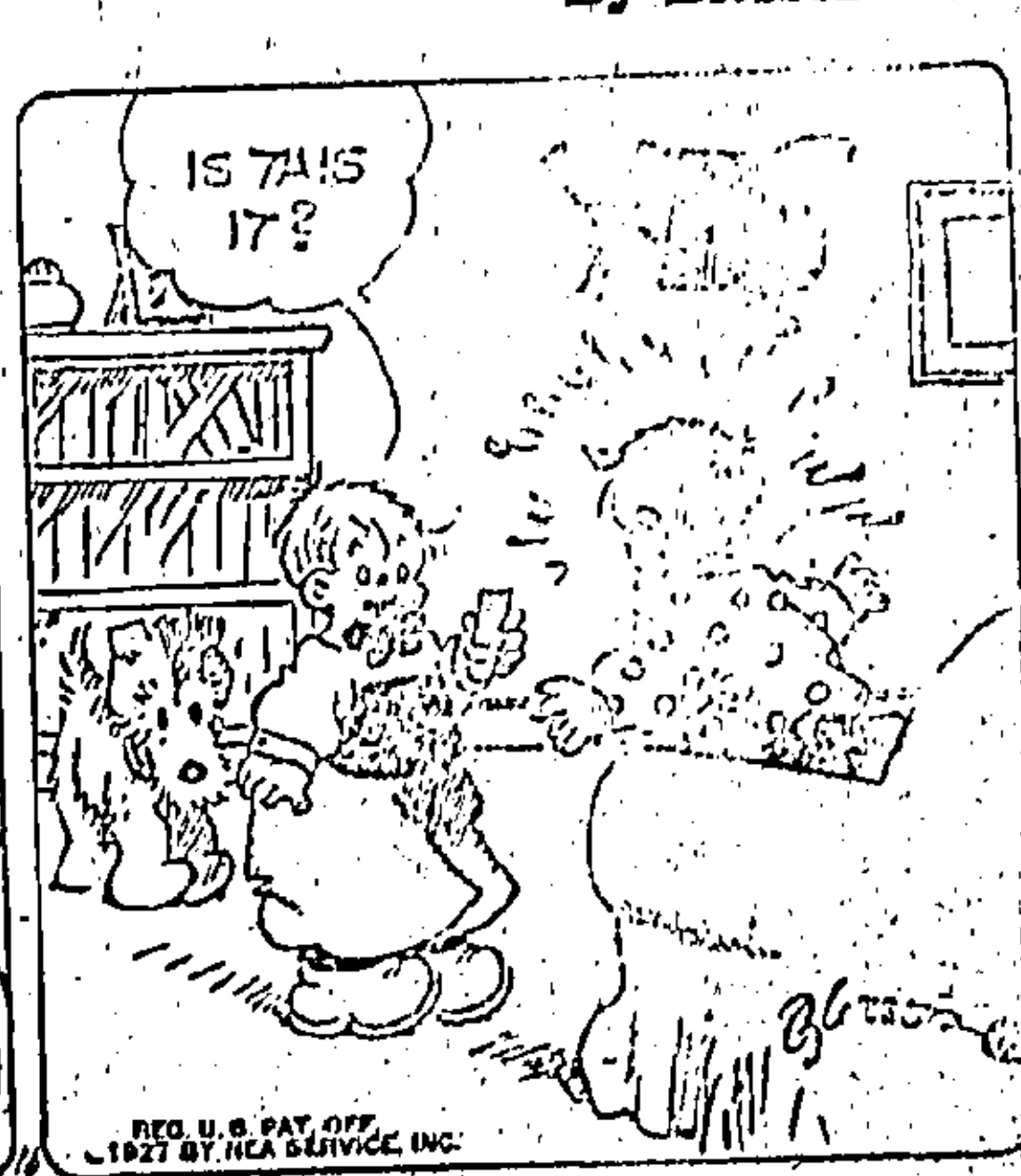


TO THE RESCUE



WHAT'S THE
MATTER,
FRECKLES?
AN—I HAD A TICKET AN'
POP SAID IT WASN'T ANY
GOOD SO I TROWN IT AWAY.
AN NOW IF I HAD IT I
COULD GET A NICE BIG
TURKEY FOR MYTAIN—

By Blosser



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IT?

JUST ARRIVED.

Fresh shipment of

FINEST AMERICAN
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16/19 CONNAUGHT ROAD, C.

The
Hongkong Telegraph.

SATURDAY, MARCH 17, 1928.

OUR VOLUNTEERS.

Those who saw the smart turnout of the Volunteer Defence Corps at the annual inspection on Thursday evening must have been impressed by the excellent bearing of the officers and men on parade. No-one, of course, would for a moment seek to compare them with the Regulars; it would not be at all fair to do so. But there was certainly something very gratifying in the sight of these several hundred uniformed civilians who have sufficient enthusiasm and loyalty to fit themselves for essential work in the defence scheme of the Colony. We have heard it argued that there is really no reason for the existence of a Volunteer Corps in Hongkong, seeing that there are always strong naval and military contingents available should a real emergency arise. But that is poor reasoning. It reflects, moreover, a distinctly ungrateful frame of mind.

The value of our Volunteers was well proved during the War, and on many occasions since then it has been demonstrated during occasions of local unrest. Then there is the additional fact that a definite place has been assigned to the Corps—whose utility is being constantly increased by the formation of new sections—in the Colony's defence scheme, in which connexion many tributes have been paid by G.O.C.'s to the services for which the Volunteers have fitted themselves as the result of their training. The fact that Hongkong is a naval and military station provides all the greater cause for commending the men who voluntarily take on the duties which membership of the Corps involves. It may be that from one standpoint there is less necessity here for Volunteers than, say, in some towns at Home, but that very fact reflects all the greater credit on the young men who are prepared to assume the obligations of service in the ranks of the Corps, the existence of which is an eloquent answer to those who like to represent the young manhood of the Colony as being concerned in little else than sport and dance parties. All praise, therefore, to those who have their sense of loyalty sufficiently developed as to be willing to do their bit in their spare hours, for the good of the Colony. All too seldom is it realised that by becoming Volunteers, these men make very considerable sacrifices without thought or hope of reward in any shape or form.

Major General Luard was quite frank in his remarks at Thursday's parade. He had a number of complaints to make—not against those who are members of the Corps, but against those who have not given the Volunteer movement the support which they should. The burden of his plea was that there should be a much stronger Corps than there is, and we trust that his remarks will have the effect of inducing more young men to come forward. Deserved tributes were paid to various sections of the Corps. We need not individualise them, for General Luard's words show that he has a just appreciation of the situation in this regard. It was extremely gratifying to read the G. C. O.'s praise of the Portuguese Company and of their marked soldierly bearing in camp. With His Excellency, we feel, however, that this Company ought to be much stronger numerically; if it were, its value to the Corps would be immensely increased, for those who have joined up have shown that they are excellent material. Taking the Corps as a whole, it is only right and proper that a word of appreciation should be expressed to the officers and men alike for their continued loyalty and enthusiasm, which, as they all know, is appropriately assessed in responsible quarters.

Naval Comparisons.

The dogma that figures can be made to prove anything is as true as most, but rows of cyphers judiciously mixed with a few percentages should appeal to our American friends, and we feel certain they will be irresistibly attracted to the analytical survey of the international naval position outlined by the First Lord of the Admiralty, in introducing the Navy Estimates to Parliament. Mr. Bridgeman was faced with a double task. In the first place, he felt it necessary to justify British naval policy in the eyes of the world, with particular reference to the United States, and, secondly, the Conservative promise of economy carried out to the extent of £2,000,000 had to be justified to the country. This much can be said at present: Great Britain is spending much less proportionately on naval matters than she did before the War, she has scrapped four times as much tonnage as any other nation, and the expenditure is only seven per cent. of the total budget of the country compared with 8.5 per cent. in America and 14.5 per cent. in Japan. Britain's case has been well put, the Geneva atmosphere has been rendered a little less dense, and only unreasoning prejudice can prevent acquiescence in the fact that Britain has made every possible gesture with a view to preventing a naval race. On the second point, the British taxpayer may complain that even these figures do not do justice to the Government from the task of easing his burden. The Opposition will emphasise that £2,000,000 is but a drop in the bucket. The Navy, however, is a branch of the country's Services which must be kept vigorously alive, and we suggest that there are dead ends to which the axe can be applied, long before drastic cuts in the Naval Estimates are contemplated. The freedom of the seas is the one guarantee of our industries, and "safety first" must be the guiding principle for a long time hence.

EXCHANGE RATES.

	London, Mar. 16.
Paris	124
Geneva	25.34
Berlin	20.41
Oslo	13.32
Tokyo	183.4
Amsterdam	168.4
Buenos Aires	47.29/32
Hongkong	2/0 1/4
New York	4.87 15/16
Stockholm	12.125
Vienna	18.18
Madrid	84.045
Bucharest	28.945
Brussels	78.9 1/2
Yokohama	1/11.3/32
Shanghai	35.01
Copenhagen	22.40
Prague	16.21
Lisbon	104.74
Rio	2.7/8
Shanghai	6.59/64
Silver (spot)	26.7/16
Silver (forward)	20.4

It is advertised that the forty-third annual ordinary general meeting of shareholders of Messrs. A. S. Watson & Co., Ltd. will be held at the Hongkong Hotel, on Wednesday, March 28, at 11.30 a.m.

DAY BY DAY.

FORTY IS THE OLD AGE OF YOUTH
AND THE YOUTH OF OLD AGE.—Victor
Hugo.

It is notified that on and after the 16th inst. the price of the prepared opium known as Kamshan opium shall be \$50 for three taels.

The R.M.S. Empress of Asia which is advertised to sail for Manila to-day, has been delayed, and will not sail until to-morrow at 5 p.m.

Mr. M. Manuk will conduct a Members Meeting of the Theosophical Society to be held at the Lodge, 7, Duddell Street, on Sunday, March 18, to celebrate the 5th anniversary of the foundation of the Lodge.

Observatory returns for the month of February show that the average mean temperature was 53.7, the highest being 71.1 and the lowest 45. There were 73.3 hours of sunshine and 3.57 inches of rain. Average humidity was 82.

As Chancellor of the University of Hongkong, H.E. Sir Cecil Clementi is to give a course of three lectures at the University on "Elements in an Analysis of Thought and its Activities." The dates fixed are April 18th, April 25th and May 2nd.

A Canton report states that recently General Chan Ming-shiu, the new Chairman of the Kwangtung Provincial Government, made a suggestion that all illicit gambling should be prohibited in Canton City. It is not yet indicated whether the proposal will be put into effect.

Fortcoming weddings announced include that of Mr. H. J. de Garcia, assistant Chinese Maritime Customs, residing at Macao, to Miss L. B. da Rocha, "Fairview," 3 Robinson Road, Hongkong; also of Mr. F. L. Evans, 275 Leichkoek Road, Kowloon, to Miss Chan Mei-yung, of the same address.

On Thursday there was a general meeting of the Chinese Chamber of Commerce in Canton to elect officials for the coming year. The result of the meeting was that Mr. Chau Din-hong and Mr. Woo Chung-long were chosen as Chairman and Vice-Chairman respectively. The former secured 23 votes, and the latter 20 votes.

BANKRUPTCIES AND
LIQUIDATIONS.THE LATEST DIVIDEND
ANNOUNCEMENTS.

It is notified in the Gazette that the Sun Wah Co., Ltd. (in voluntary liquidation) is paying a first dividend of 25 per cent. The following dividends have also been declared in bankruptcies:

G. P. and H. A. Lammeret.—First dividend of \$1 per cent.
G. P. Lammeret.—First and final of \$39.70.
H. A. Lammeret.—First and final of \$10.72.

THE MACAO-SHEKKI
ROAD.INAUGURAL CEREMONY
TO-MORROW.

The Koo-Kwan Motor Road Company, Limited, the builders of the Macao-Shekki Road, and, incidentally, the operators of the motor bus service, will commence operations to-morrow, the inaugural ceremony taking place at the Barrier Gate at Macao, the Portuguese terminus of the road, at 2 p.m. His Excellency Senhor Tamagnini Barbosa, Governor of Macao, has graciously consented to perform the ceremony.

Hongkong visitors will be conveyed from the S.S. Sul An to the Barrier Gate, immediately after the arrival of the steamer from Hongkong. Later, after proceeding along that portion of the road which has already been completed, the Company will return to Chin Shan city, where tea will be served. After tea, the visitors may return to Macao at their leisure, the Hongkong guests being conveyed to the wharf in ample time to catch the boat returning to Hongkong.

Among important visitors from Canton it is expected that there will be present Mr. Wu Te-chan, Director of the Bureau of Reconstruction; Mr. Cheok Hong-sing, Director of the Public Highways Department; Mr. Lee Lok-chui, Director of Industrial Development; Mr. Leung Hung-kong, Governor of Chung Shan District; and Mr. Tang Shao-yee, the well-known retired Chinese diplomat who has taken up residence in his native village, not far from Macao, and who is keenly interested in the development of the new road.

WORDS OF YESTER-YEAR.

Some Favourites of the Past.

There was a time when a sigh for the words of yester-year, or any other sigh for that matter, might have found a fitting beginning in that favourite of the balladists of old, *Well-a-way*. Yet what editor of the present day would welcome the sighing tatterdemalion who has been little better than an outcast this long time since? If poets must, for sorrowing just now, then must they find a word in current speech, an exact, undecorative, unpoetical word. What it is I do not know. That they have all but banished care from the realm of literature I am certain; for when care may no longer be accompanied by its ancient companion, *carking*, who will wish to have it? *Carking*, that word of words, I needs must consider a lamentable loss to our language. But present the outlaw in its faded livery of the King's English to an editor to-day and what happens? I shudder to relate the way of editors with this once brave word.

It is evident, however, that the same fate is shared by a number of its ancient companions. *Peak* and *pine*, those sighing twins, are treated like veritable tramps today and turned from door after door. *Bard* may no longer cross the threshold of an editorial sanctum without arousing a storm of protest, "Out with him! He is threadbare!" is the cry. Yet *bard* was once an honourable fellow and proudly associated with the greatest of all the English poets, until a few brief years ago. For some it must seem little short of sacrilege even now to say the Poet of Avon; yet what recourse have they under the new regime? *Naught* likewise is relegated to the status of a vagabond. Yet how proud his past in text and title! *Thou* and *thee*, gentle and so gracious of demeanour, are long since numbered among the forbidden and the whole tribe of soft-voiced "eths" along with *art*, *dolt*, *epoch* and *yeast*, regardless of their noble lineage.

Sylvan, that pure Latin aristocrat, receives no homage now, though I must maintain that his beauty is in every way comparable with *silver*, a present favourite. What reception would be given such a line as "In shards the sylvan vases lie" I dare not think. The wonder is that poetry survives at all. Nearly half of that once gay troupe—*becalm*, *becharm*, *becloud*, *bedeck*, *bedight*—without whom the past had been drab indeed, are received with coolness; some of them are already being denied the friendly shelter of the dictionary. I regret to say; *behear*, that favourite of the balladists, is crowded out of certain abridged editions along with *like*, the ancient companion of *listen*. Alas, when a coachman may no longer be

blazoned and bedizened, it is not to be wondered that he meekly gives way to the chauffeur, and takes a place among the dordlets. Whether there be any comfort in the fact that both *stead* and *charger* are passe I can but fancy and am interrupted by the beauty of

"Shoo the steed with silver
That bore him to the fray."

As for *fray* and *affray*, those exceedingly courteous representatives of the old school once so highly favoured of the poets, they find no welcome in polite society to-day, no longer being received as the superiors or even as the equals of *fight* and *battle*. Indeed, the old Frenchman, *mulee*, has acquired better standing than either in many circles. *Adieu*, I notice, now gives place to less elegant rivals and perhaps a score of its constituents are cast aside, like *shoon*. I mourn them all but none more sincerely than *gallivanting*, which may survive in the wardrobes and the literature of the fairy folk if not elsewhere. *Hyacinthine*, that Homeric favourite beloved of Poe, is lately frowned upon and also *argentine*, a favourite of Keats's. And so the story goes, the same fate being shared by many others no less distinguished in their time.

Every gentleman, once safely above the reproach of all classes, is considered of questionable character nowadays; *lady* is seldom received in the present regime; *lad* is an outcast and all but forgotten, however *brave*; *lassie* and *bonnie* are equally in disfavour; the maid of Athens or any other city receives no homage now. *Youth* is admitted to the inner circle only on condition; there must be no personality involved. The last youth lives in the Kollo books, you know. It is whispered, for, at any rate, in *Excelsior*. Alas, what would the scholarly Longfellow think to find his hero so disgraced? This is, however, but a sample of the irreverence that flourishes at present.

One brave Shakespearean word whose disgrace I have regretted much of late is *fairing*. I should have liked exceedingly to say, "I thank you for the *fairing*," in return for trinkets, beads, and aviator's medal, by which I am permitted to remember the Sequelentennial Exposition. Surely, it is superior to any of the terms of our common speech. And I shall likewise ever sigh for *girl*, spelled so *bedeck*, *bedight*—without whom the past had been drab indeed, are received with coolness; some of them are already being denied the friendly shelter of the dictionary. I regret to say; *behear*, that favourite of the balladists, is crowded out of certain abridged editions along with *like*, the ancient companion of *listen*. Alas, when a coachman may no longer be

POEMS THAT LIVE.

REMEMBER ME.

Remember me when I am gone
away;
Gone far away into the silent land;
When you can no more hold me by
the hand,
Nor I half turn to go yet turning
stay.
Remember me when no more day
by day
You tell me of our future that you
planned:
Only remember me; you understand
It will be late to counsel, then or
pray.
Yet if you should forget me for a
while
And afterwards remember, do not
grieve:
For if the darkness and corruption
leave
A vestige of the thoughts that once
I had,
Better by far you should forget and
smile.
Than that you should remember and
be sad.
Christian Rossetti.

NEW GOVERNMENT
APPOINTMENTS.TO-DAY'S NOTIFICATIONS
IN "GAZETTE."

The Gazette contains notifications of the following appointments:

Mr. S. B. B. McElderry to act as Secretary for Chinese Affairs.
Mr. S. B. B. McElderry to be a Member of the Executive and Legislative Councils, during his tenure of office as acting Secretary for Chinese Affairs.

Mr. T. W. Ainsworth to act as Deputy Clerk of Councils.

Mr. Neill Garland, B.Sc., M.I.N.A., to be an Assistant Government Marine Surveyor.

Mr. Thomas Mergary to act as Assistant Head of Sanitary Department.

CORRESPONDENCE.

TELEPHONE RESTRICTION.

[To The Editor of Hongkong
Telegraph.]

Sir,—I was very interested in reading the Hongkong Telephone Company's bulletin on the restrictions to be applied to the telephone service between Hongkong and Kowloon in the future. In your yesterday's issue. It was an interesting document. It told why it would be necessary to limit the number of calls during the busy hours, and explained that if the public did not co-operate, there would be inevitable delays.

That is entirely satisfactory, but I do think the Telephone Company might carry this idea a little further. The public, I am sure, would read with avidity a daily bulletin on the same lines. To ask for Central 5234 in the hope of getting Kowloon 2765, and to find oneself talking to Peak 1987 would cease to be annoying if it became public that Miss Operator was debating "Why gentlemen prefer blondes" with her neighbour. Equally, no-one would mind nursing a receiver for a mere twenty minutes if the announcement was made that the much-maligned lady was interviewing the Manager.

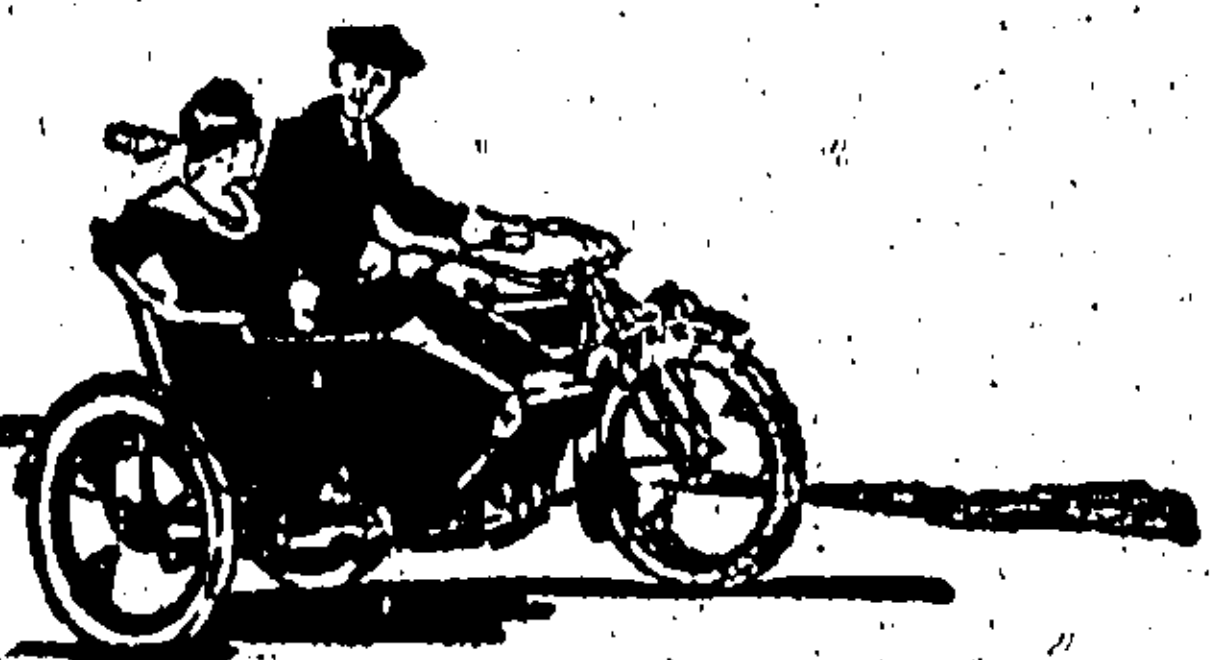
I am not complaining that the telephone service is bad, but some of the reasons attaching to imagined causes for grievance might prove attractively subtle. The Company should not always take things for granted, for this is liable to lay the ground for misconception.—Yours, etc.,

DISSENTING.

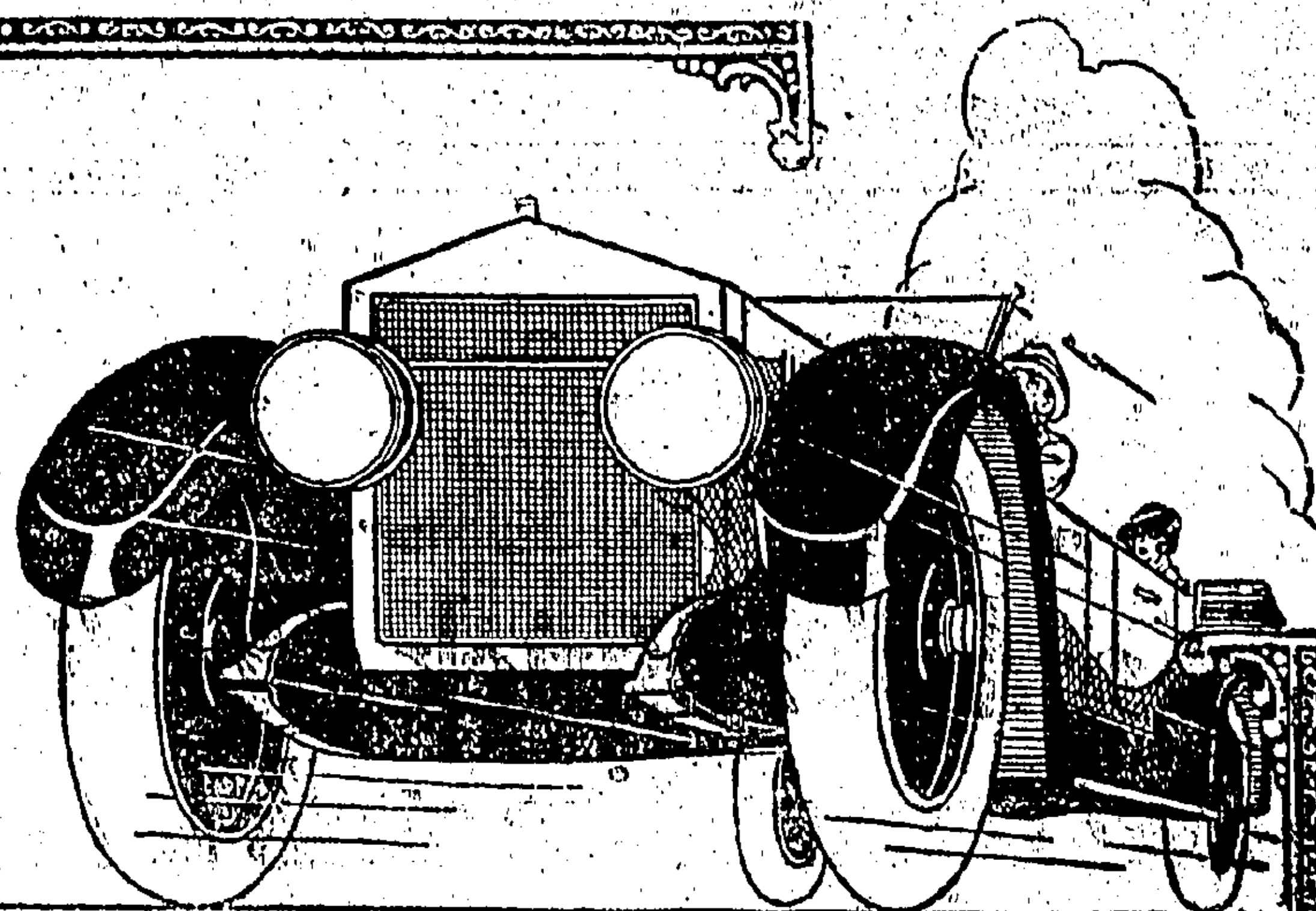
Kowloon, March 17th, 1928.

Fortcoming weddings announced include that of Mr. W. J. Keates, of the Hongkong Telegraph, and Miss Dorothy Ray, daughter of Mr. and Mrs. H. W. Ray.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY 17th MARCH, 1928
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

The Motor Cycle Trial.

Congratulations must be offered to the organisers of the motor cycle trial which was so successfully carried out on Sunday last. The event went through without a hitch of any kind, and it was obvious to all that much painstaking organisation work had been put in. The route chosen proved to be an extremely "sporty" one, the competitors entered into the spirit of the occasion with commendable zest and the affair has to be written of as one of the most enjoyable motoring events in the history of the Colony. It was really remarkable that one competitor, Mr. Kotwall, went through the entire trial without losing a single point, even at the secret checks. He must have been riding to the clock mile by mile and deserves congratulation for his victory. Other competitors were close behind him—indeed the feature of the trial was the splendid riding judgment shown by the majority of the competitors. The trial has had many lessons to teach, and it is events like this which do so much to create interest in the art and pleasure of motor cycle riding.

The Hills.

Prior to the start, many were under the impression that several of the 50-odd entrants would retire before the completion of the long trip, but very few did. There were practically no accidents—certainly nothing of a serious nature. One point brought out was that some of the really stiff gradients in the Colony, generally considered dangerous from a motoring point of view, were negotiated. The Peak Road was a good test, but the machines in most cases mounted the hill with ease. One little machine (a Francis Barnett) failed to climb it owing to an engine defect, but two others of the same make roared up in good style. A J. S. cycles were prominent, as were also the Harley Davidsons. One 1920 Triumph was entered and completed the course, having plenty of "pep" left at the finish. Such well-known mounts as B.S.A., Triumph, Raleigh, Norton and Indian came through well, and it was amply demonstrated that the modern motor cycle is a well-built and hard-service-giving machine.

Morrison Hill Road.

Whilst writing of congratulations, we should also like to congratulate the authorities on having made a start with the road widening and improvement of Morrison Hill Road, just opposite the Royal Naval Hospital. Both before and after the entrance to the Hospital slices of the roadway are being removed and the resultant improvement will be one of great value and convenience. Previously, the road has been dangerously narrow, with no footpaths for pedestrians. We should like to see the present opportunity taken advantage of to the extent of opening up the entrance to Kennedy Road. As we have previously urged, there is no apparent reason why Kennedy Road should not be opened up to west-bound traffic, and if the junction of Kennedy Road and Morrison Hill Road is improved the last danger point (and objection) will be removed.

Parking in Statue Square.

The H. K. A. A. has placed a patrol at Statue Square where a number of private cars are now being parked. It has been found that since the patrol has been on duty at the City Hall square motorists have taken full advantage

of his presence and have left their cars there during business hours. The available space at the City Hall is now fully occupied and it has been found necessary to find another convenient spot. We learn that the police will, as far as is possible, keep that part of Statue Square near the Hongkong and Shanghai Bank clear for private cars. The A. A. patrol on duty keeps a record of the cars as they arrive and leave and his duty is to see that cars are not interfered with in any way. But it must be remembered that he goes off duty at 5.30 p.m. and cannot be responsible for the safety of either cars or their contents after that time.

A Complaint.

There is one matter in connexion with the Colony's public hire vehicles (excellent service though they provide) that ought to engage the attention of the authorities. We refer to the growing habit of some of the owner-drivers to "loiter" their cars along the roadways hoping thereby to pick up a fare quicker than they would if they were parked. They apparently think that as long as a car is moving it is not causing an obstruction, but in England a stop has been put to this practice of going dead slow. Especially at night, after the Queen's Theatre show is over, is this "loitering" most pronounced. The remedy would be to make it a rule that public hire cars must pick up fares at their allotted stands. For the convenience of theatre-goers, however, cars might be permitted to park along the south side of Queen's Road in time to catch those coming out of the last "house," at which time there is only a very limited amount of through motor traffic along Queen's Road.

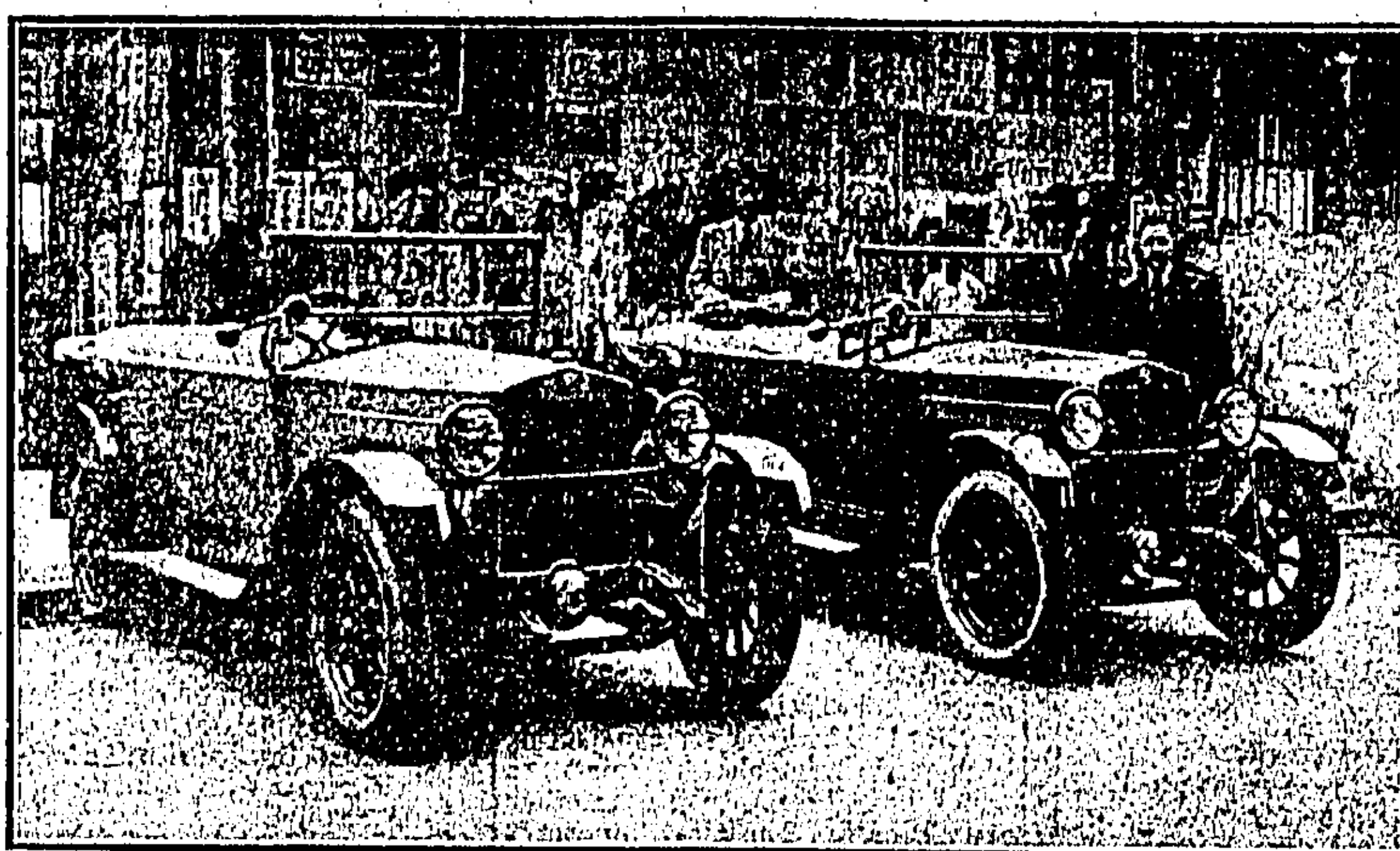
Peak Tramway Station.

It has been suggested (and we think the suggestion one worthy of serious consideration) that cars proceeding up Garden Road to drop passengers at the Peak Tramway Station should not stop right at the entrance to the Station, as the roadway at this particular spot is very narrow indeed. It would be better for all if such cars stopped just after passing the police signal box. Alternatively, it is suggested that the necessity of giving early signals to cars following on behind and which desire to proceed straight up Garden Road past the Station should be impressed on all drivers. At present it often happens that two cars are going up Garden Road in fairly close company and the leading car more or less suddenly stops at the Tramway Station without much previous warning, with the result that the second car is forced to lose much of its valuable acceleration, indeed, often forced to pull up. This is a tricky bit of road and there should be as much mutual assistance as possible shown by motor drivers.

New Petrol Pump.

A new petrol pump has been installed in the compound at the Central Police Headquarters. Ever since the Police Department has been equipped with motor vehicles, members have had to go to the Fire Station for their petrol—a proceeding not only entailing waste of time but also found very inconvenient. This new petrol pump at Central, with a tank holding 500 gallons, should fill a long-felt want, especially in times when the services of volunteer motorists are required.

FIAT CARS FOR MARSHAL LI CHAI-SUM.



The above photograph taken in Canton shows the two Fiat motor cars which have just been supplied by the local Fiat agents to the Canton Government.

CARS OUST THE RICKSHA.

Modern Transport in Japan.

Everyone who has visited the Far East is familiar with that rather quaint, mandrawn, single-seater conveyance known as the ricksha, says the Tokyo correspondent of the London Morning Post.

The anglicised "ricksha" is nothing more than a corruption of the Japanese word rikisha, or, more correctly, jin-riki-sha, meaning man-power-vehicle, a term both compact and descriptive.

The origin of the rikisha is somewhat obscure, though it appears to have been brought into existence about sixty years ago. Be that as it may, this particular form of vehicle, which attained the height of its popularity about 1,900, has been decreasing in point of numbers in Tokyo by more than 1,000 a year for several years, and there are those who declare that the day is not far off when the rikisha will have disappeared from the streets of the Japanese Capital entirely.

Decline in Five Years.

As recently as 1921 there were close on 18,000 of these man-pulled conveyances in Tokyo; yet by the end of last year the number had dwindled to less than 9,000, a reduction of over 50 per cent. in five years.

The rapid decrease is, of course, mainly traceable to the introduction of Western methods of rapid transit, such as the motor-car, the motor-bicycle, the tram, the train, and even the humble "push bike." The last-named is, in fact, a favourite means of locomotion in Tokyo, where, it is stated, bicycles rose in number from 19,923 in 1910 to no less than 426,862 by the close of 1926. Between these same two dates motor-cars in Tokyo increased from 96 to 13,000, while rikishas decreased from 26,792 to 8,776.

In the "good old days," when time was no object, the rikisha was used a great deal in Japan, not only as a means of transit in the towns and cities, but also for long distances.

Man-power is nowadays, however, a far more expensive commodity than it was ten or fifteen years ago, and consequently in nine cases out of ten it is both quicker and cheaper to hail a taxi or go by train or tram than to hire a rikisha.

REGISTRATION RISES.

There are now 23,226,191 motor vehicles in the United States, an increase of 1,224,789 over 1927.

WHEEL WOBBLE.

Do Four Wheel Brakes Contribute?

[By Capt. E. de Normanville.]

Several weeks ago a correspondent wrote of his terrible experience with wheel wobble—or "shimmy" as we are Americanising it—and having unsuccessfully tried remedies suggested by the car manufacturers, sought further tips.

I gave him several—and he now writes to say that his plight is no better, and what is he to do next?

Frankly, I don't know. Wheel wobble is a recent self-evolved disease in a car, of which no one yet knows either the precise cause or the exact cure.

There are several palliatives—and generally a cure—but as even two apparently identical cars may not respond to the same treatment we are still left guessing. Some cars develop "periodic shimmy."

To what extent, if any, is the introduction of four-wheel brakes responsible for the evolution of shimmy?

Another Factor.

We have more or less taken it for granted that the new large section balloon tyres are the culprits. Probably they are to blame, but as they so frequently perform without shimmy, may it be that four-wheel brake design is a contributory?

With four-wheel brakes we have to design the front wheels so that they are cantled—not vertical. This is necessary to relieve the steering gear of the stress due to braking effort.

But the essential safety measure introduces another technical activity. It makes the steering subject to the "differential vertical acceleration" due to rotation round a truncated cone.

That may be simplified somewhat. When you turn the steering wheel of the modern four-wheel brake car you lift the front of the car a varying trifle, due to the self-centring castor action of the front wheels.

Again simplifying, you may have noticed that a door hung on self-closing hinges rises or falls a trifle as it moves. It is the same with the steering wheels.

Therefore, the weight of the car and/or the pressure of the springs may tend in some as yet unknown manner to cause "shimmy"—probably interconnected with the periodicity of the springs and the area of the tyre.

I am not claiming the solution of the problem, but I fancy when it is solved that spring periodicity and "shimmy" periodicity will be found closely related through the axial angle adopted for four-wheel-brake front wheels.

HIGH ROAD SPEEDS AND TYRES.

Peculiar Phenomenon Following Tyre Burst.

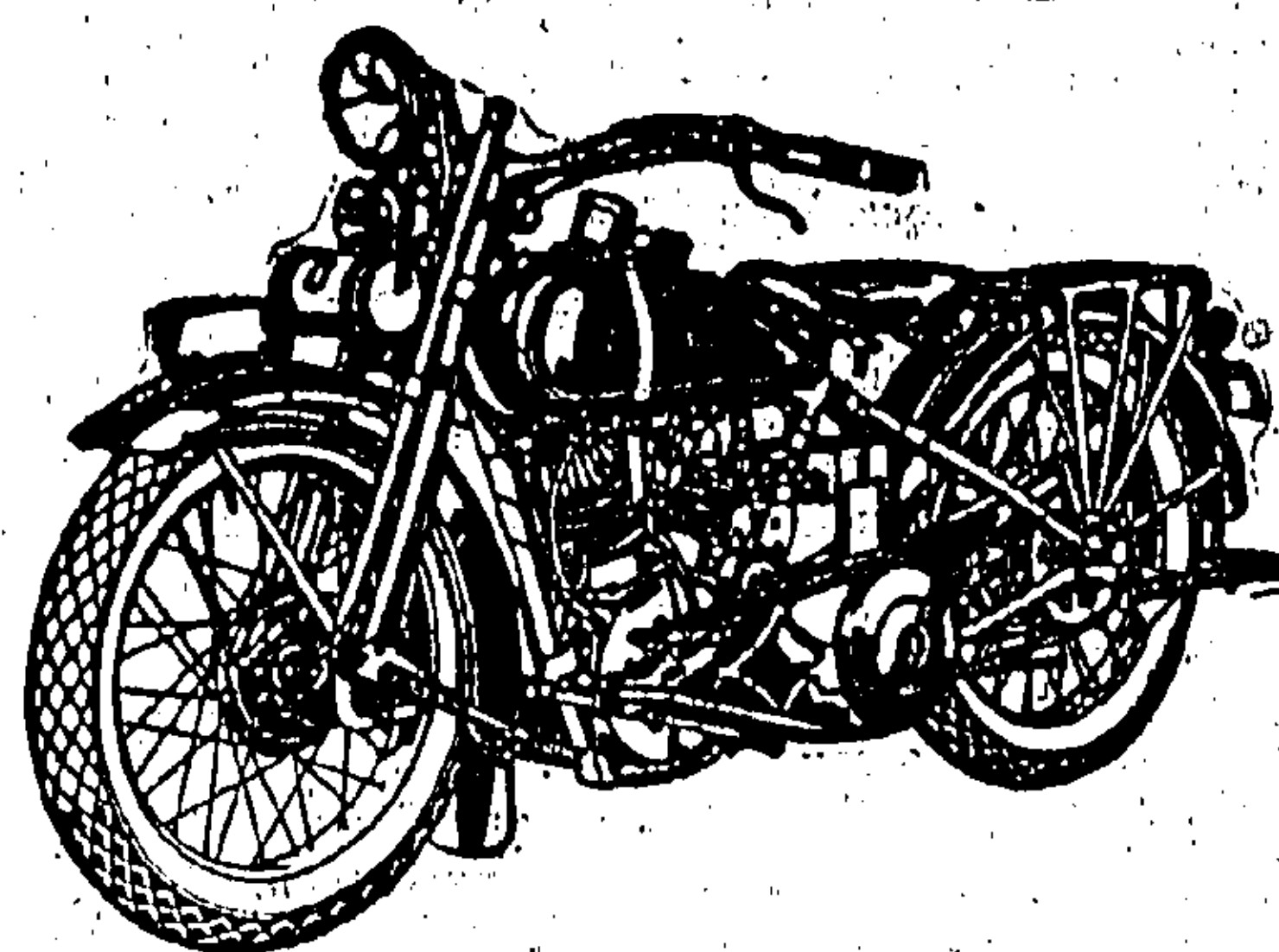
The attack by Captain Malcolm Campbell upon Segrave's 233 m.p.h. record once again focuses the attention of the motoring community upon the subject of ultra high road speeds and the phenomenon to which they give rise. In this connexion it has on several occasions been pointed out that for record-breaking cars of this kind special tyres have to be constructed, the trends of which are made as thin as possible (consistent with safety) in order to minimize the disruptive effects of centrifugal force. This force is, of course, occasioned by tendency of any moving weight to continue its motion in a straight line so that it resists being compelled to follow a circular path. Consequently, every ounce of rubber in the tread of a 30-in. tyre rotating at about 2,000 r.m.p. is pulling outwards radially away from the hub with a force of about 100 lb.

This action of centrifugal force in the tyres may give rise to a very peculiar phenomenon should the air pressure within the tube be suddenly released by a puncture or burst. We believe that the late Mr. Parry Thomas was the first to notice this effect, as he told the Dunlop company some years ago that when he experienced a burst at a speed of 120 m.p.h. or so the car, instead of dropping on the side on which the burst occurred, would actually give the impression of rising slightly. Furthermore, the unmistakable shaking and discomfort caused by the rim running on the track with a flat tyre was not experienced until the speed of the car was reduced quite considerably.

An investigation on the testing machines used in the experimental department at Ford Dunlop led to the conclusion that the sudden release of air pressure within the allowed centrifugal force, acting upon the tread, to pull the cover out into an extended egg section, so actually increasing the distance between the rim and the track as soon as a burst occurred. This gives rise to all sorts of intriguing speculations, such as the question of whether it would be possible to run with no air at all in any of the tyres, provided that a sufficiently high speed could be maintained.

TRUCKS KILL MOST.

Four-fifths of the automobile fatalities of New York during October and November, last year, were caused by trucks.



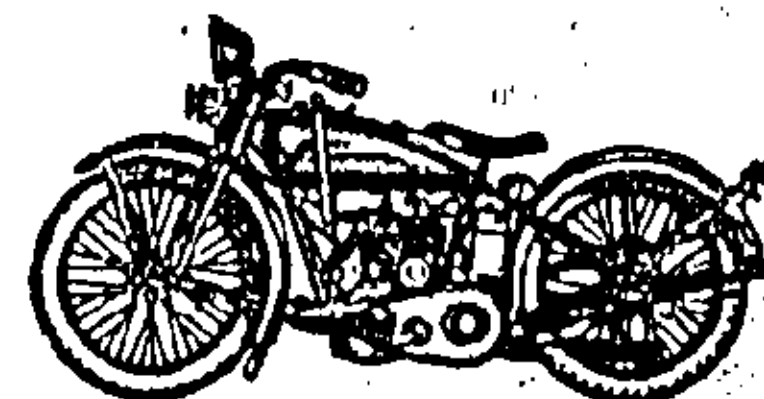
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First—Remove the drain plug from the lower part of the crankcase and let the oil flow into a pan. Do this when the oil is hot and fluid. Don't drain when the crankcase is cold.

Second—Replace the plug and pour in a quart of fresh oil. Let the motor run slowly, for three or four minutes, so that the oil will thoroughly cleanse the crankcase interior. Don't flush with kerosene.

Third—Remove the plug, and drain again. Then replace plug and refill the crankcase to the correct level with the correct grade of Gargyle Mobiloil. Don't overfill.

Now start your motor. Notice its smooth velvety running—the quicker pick-up—the increased power. Give your car a fresh start every 1,000 miles. Regularly drain and refill with Gargyle Mobiloil.



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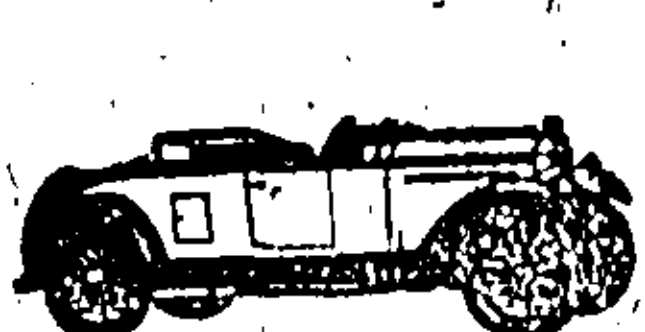
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Smart, low-slung bodies by Fisher—Buick's famous valve-in-head six-cylinder engine, vibrationless beyond belief—and Buick's Lovejoy hydraulic shock absorbers—endow Buick with the rich quality-appeal of the most expensive cars.

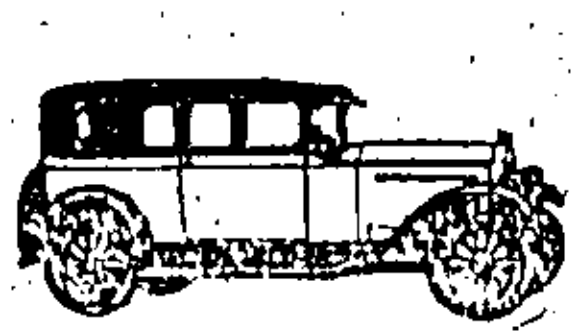
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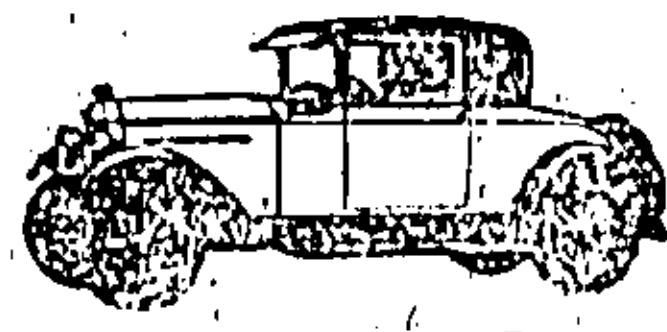
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Great New 52 Seven body styles
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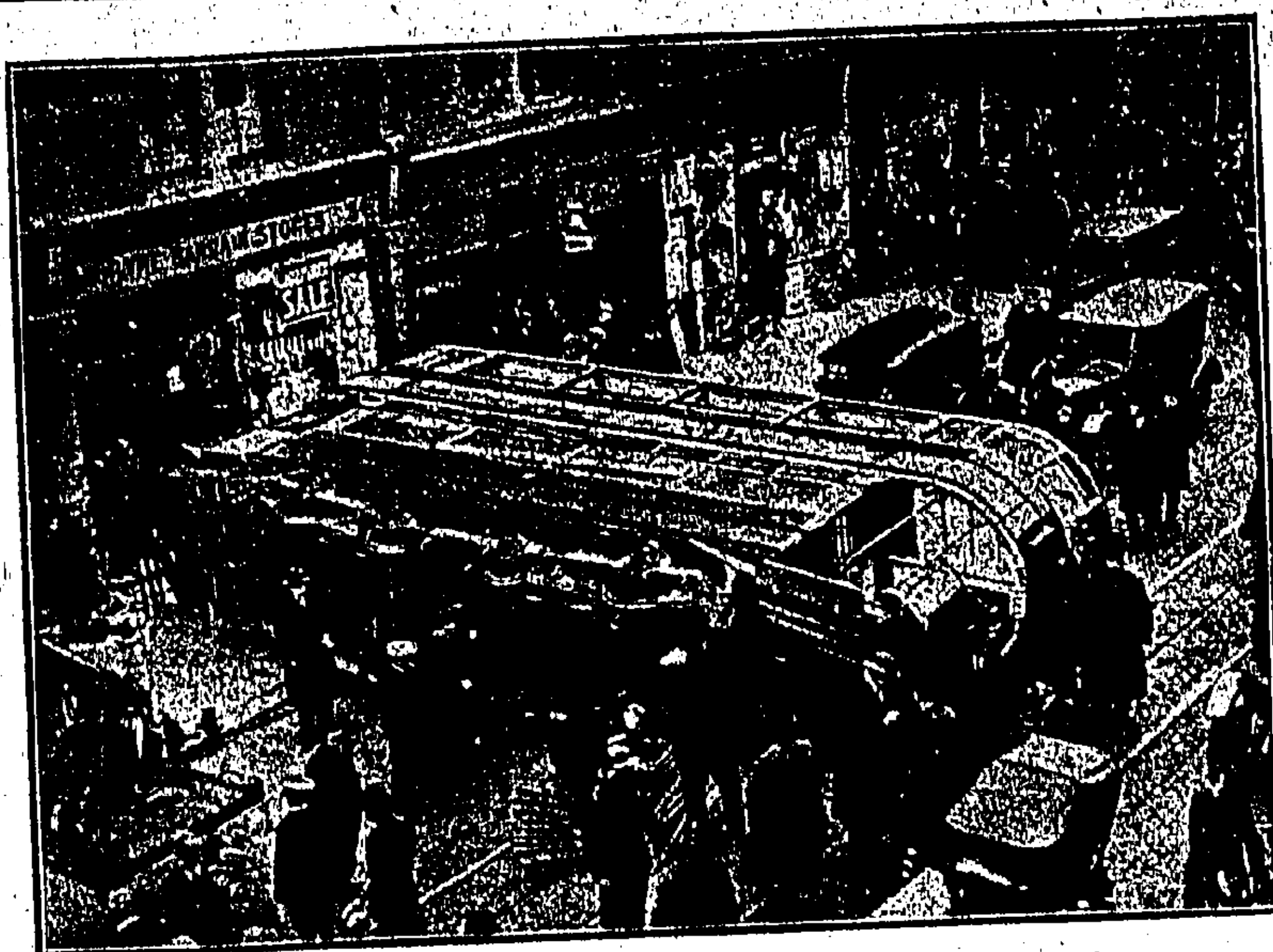
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AN OVERTURNED TRAMCAR.



A tramcar, in which 10 persons were injured when it overturned in Balham High Road, London. Jumping the rails, it headed for the shops and turned over when it struck the kerb. The driver suffered a broken wrist and nine passengers reported minor injuries.

NEW FUEL TRIED IN ENGLAND.

Claims of Ethyl Petrol Substantiated.

[By George C. Stead.]

Last week a new fuel was introduced to the British public, known as Ethyl petrol. This consists of high-grade petroleum spirit to which have been added four other constituents. The most important of these is tetraethyl lead, its particular value being that it prevents detonation of the fuel. The other constituents are ethylene, dibromide, halowax, and an aniline dye.

"The new fuel, as I have proved by practical test, practically eliminates knocking or pinking, even on engines which are prone to these faults. In addition, a knock due to carbon deposit is also removed by the use of this fuel.

The advantages of such a fuel are that gear changing is less frequently necessary, driving is considerably simplified, and the intervals between decarbonization are lengthened. This fuel costs 2d. per gallon more than No. 1, and can be used on any present-day engine without any mechanical alteration, but to get the best results the compression can be increased by a notable amount.

An increase of one in the compression ratio results in approximately 20 per cent. more power. If ethyl petrol is employed the compression can be very considerably increased, with a corresponding increase in power.

The only drawback to this modification in engine design is that if no supplies of ethyl petrol are available the engine will give a poor performance on ordinary spirit.

This new fuel, which is the product of the Anglo-American Oil Co., Ltd., and is known as Pratt's Ethyl Petrol, was used by the winning machine in the recent Schneider Cup race for seaplanes. The anti-detonating nature of the fuel allowed of the horsepower of the Napier Lion engine to be increased to nearly twice as much as its nominal horse power.

The effect of this new fuel on the British motoring industry will be awaited with interest. The tests which I have seen carried out demonstrate that it has very real claim to popularity.

Encouraging Good Driving.

The steadily increasing number of motor-cars in use and the comparatively small number of those which are withdrawn from service obviously indicate that there will be a record number of cars on the road in the coming season.

The more cars in use the better for everyone concerned, users, makers, and various trade-folk along the road. The one drawback is that the greater the number of cars the more congested will be the highways.

It is a comparatively easy matter to suggest that better traffic control should be instituted, and that severe penalties should be inflicted on those who break the code of the road, but the fact remains that the safety of the road rests entirely in the hands of the individual motorist.

A certain Royal personage suggested that the popular slogan "Safety First" was usually misunderstood. It did not mean "Safety First" for the individual, but "Safety First" for others. If every motorist would understand

HARMFUL RUST.

COMBATING A NUISANCE.

Immediately the paint on any part of the body work of a car begins to crack or chip there is a possibility that rust may form on the exposed metal beneath and quickly spread under the edges of the crack.

Rust should be removed at once by the application of a little paraffin, and a permanent cure can then be effected by painting over the cracked parts with a little quick-drying enamel.

A tin should be kept handy in the garage for the purpose, so that any scratches may be touched up immediately they are noticed.

that an apparently innocent action on his part might result in a considerable danger to others, he would take greater care in his driving.

In order to instil this principle of consideration for others, a new organization has been formed, with a most powerful committee. It is known as "The Order of the Road," and the chairman is the Right Hon. the Earl of Cottenham. The other members of the committee are the Hon. Sir Arthur Stanley, G.B.E., C.B., Lt.-Col. J. T. C. Moore-Brabazon, M.C., M.P., Professor A. M. Low, D.S.C., A.C.G.L., and Mr. K. Lee-Guinness. Few motorists are unacquainted with the names of members of the committee.

Road Brotherhood.

Briefly, the idea of this organization is to form a brotherhood of the road. Before any applicant is admitted to membership he must prove that he has held a clean driving licence for at least three years, and that he had otherwise comported himself according to the best tradition of the road.

If the committee considers him fit and suitable to be a member of the order, he is awarded a badge, which is visible proof of his blameless motoring life. Should he infringe the code of the road, his badge is immediately withdrawn, as it always remains the property of the order.

This new organization has the blessing of the Home Secretary and the support of prominent motorists. The subscription is only a small one, and all moneys subscribed will be devoted to the furtherance of the organization.

The idea is a good one. It is impossible to make the world good merely by legislation, and it is necessary that the will to be good should be present. Such an organization as this should help in promoting better behaviour on the road. The fact that a driver does not wear the badge of the order will not, of course, necessarily mean that he is a bad driver, and ineligible for membership, but may merely mean that he has not applied for that status.

On the other hand, the possession of the badge indicates that the driver's road conduct has been considered by an influential committee to be of sufficiently high standard to allow of his admission to the order.

Day and Night Service.

The Automobile Association, instituted night-service road patrols, has now extended its activities by providing a telephone inquiry bureau at the London headquarters, available to members all hours of the day and night, including week-ends and holidays. Telephone: Regent 8000.

CAR BUYERS' DILEMMA.

Many Makes of Good Value.

[By Geo. C. Stead.]

There are more than 150 makes of car at present on the British market. Several of these makers manufacture several models, so it will be seen that the total number of cars from which the buyer has to make his selection, is a very large one.

In making a survey of the cars offered the observer is forced to wonder how all the makers can make a living. It has been suggested that the major needs of the motorist would be met by not more than half a dozen types of car, but the trade seem to think that 150 are required.

The general tendency nowadays is to increase the number of models offered, and not, as one might think, to reduce it. One well-known firm, for instance, having achieved great success with three models, each in a definite class, has now decided to market five, the largest of which is of 20 nominal horsepower.

Can one wonder that the problem of selecting a car is becoming increasingly difficult? There are several cars of different makes on the market to-day which are almost identical on paper as regards specification, equipment, and price. How is the buyer to decide between these cars? In some cases the resemblance is so close that the final decision has been determined by the shape of the radiator or the colour of the paint!

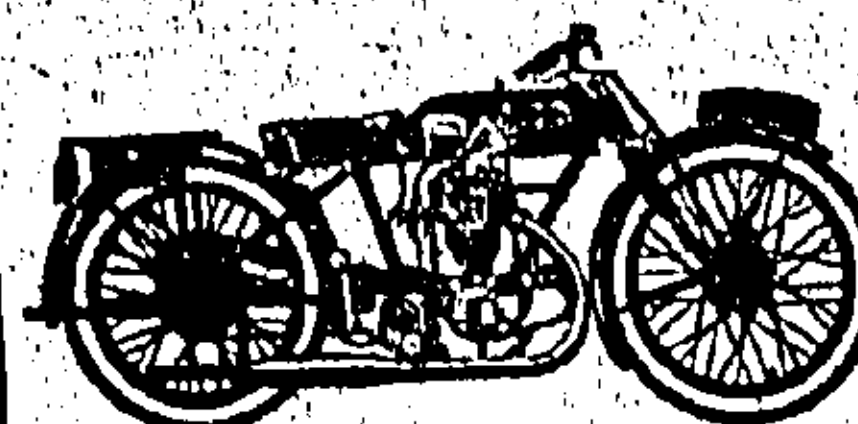
Fortunately for the purchaser, it is very difficult nowadays to purchase a really bad car. He can almost walk into a showroom, shut his eyes, put down the money he can afford, and walk out of the showroom with a car, sure of excellent service.

The point arises that, if greater concentration were carried out by the makers, the buyer would benefit. We are always given to understand that the larger the output of any particular article, the lower the overhead charges and the cheaper the article will be to the buyer. This must also apply to motor-cars. If the capacity of the factory, say, 6,000 cars a year, it would appear to be more economical to turn out 2,000 each of three models than 1,000 each of six.

One cannot blame the manufacturer for trying to cover as many potential markets as possible, but the time is not far distant when greater concentration will be absolutely necessary. So far, so good as a manufacturer as Mr. W. R. Morris makes no attempt to capture the Rolls-Royce market, and vice-versa.

During the recent abnormal weather conditions the A.A. telephones were working at pressure throughout the 24 hours, and thousands of members were able to undertake journeys which would have been impossible but for the up-to-date information obtainable at any hour.

Yet another example of British car efficiency is reported from Australia. Under the official supervision of the Victorian Light Car Club at the Melbourne Motor-drome, Mr. W. H. Scott drove his Austin Seven for 55.07 miles in one hour on one gallon of petrol. Such a speed or petrol consumption alone would be remarkable, but together they form a really extraordinary performance.



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5 Disc Steel Wheels.

5 Full size balloon cord tyres.

Automatic windshield wiper, air

cleaner, oil purifier, petrol filter,

cowl ventilator, force feed lubrication,

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Prices for other models on application.

Free rides to prospective buyers.

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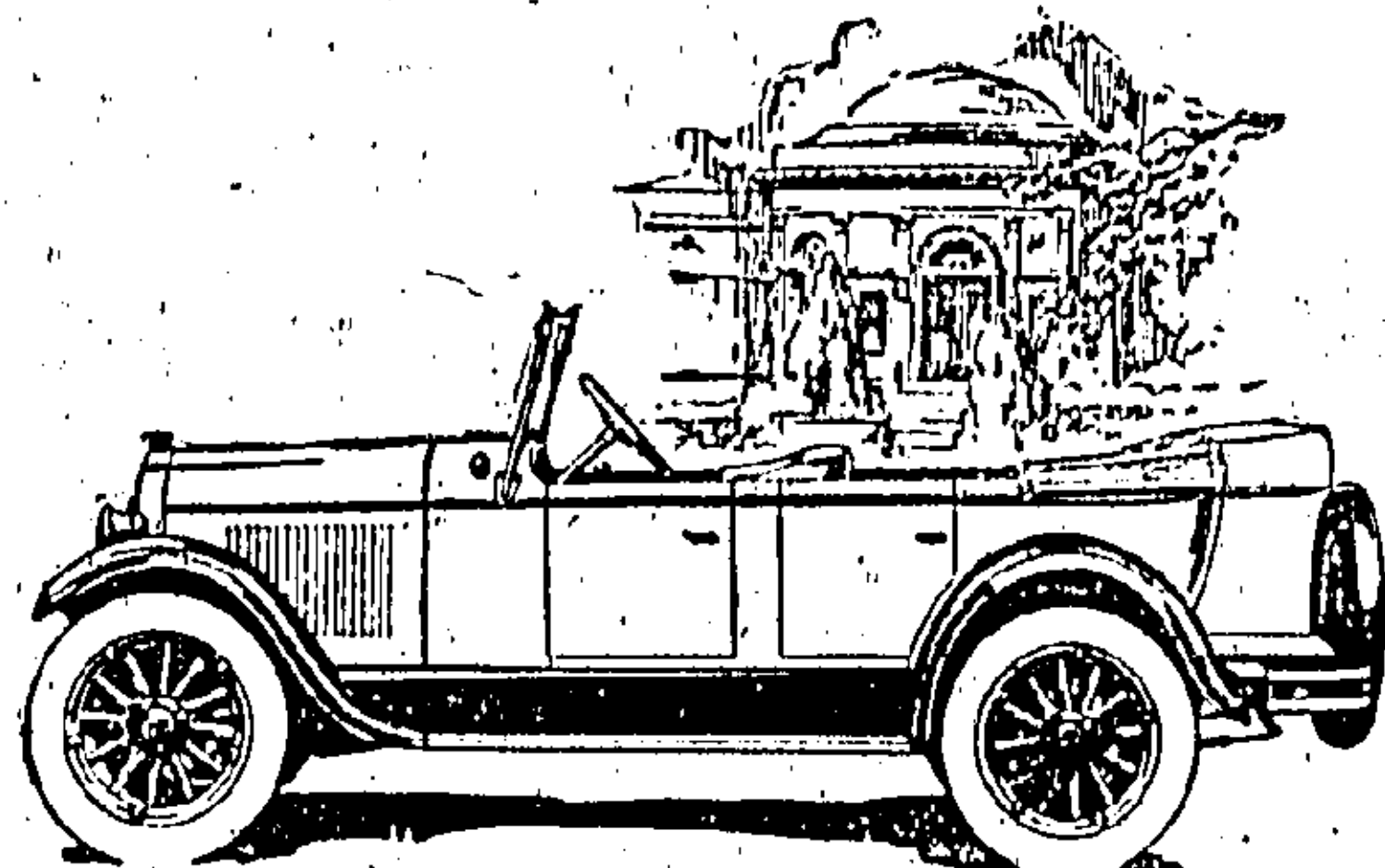
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Touring Car	5-seater	1,175
Sedan (2-door)	5-seater	1,250
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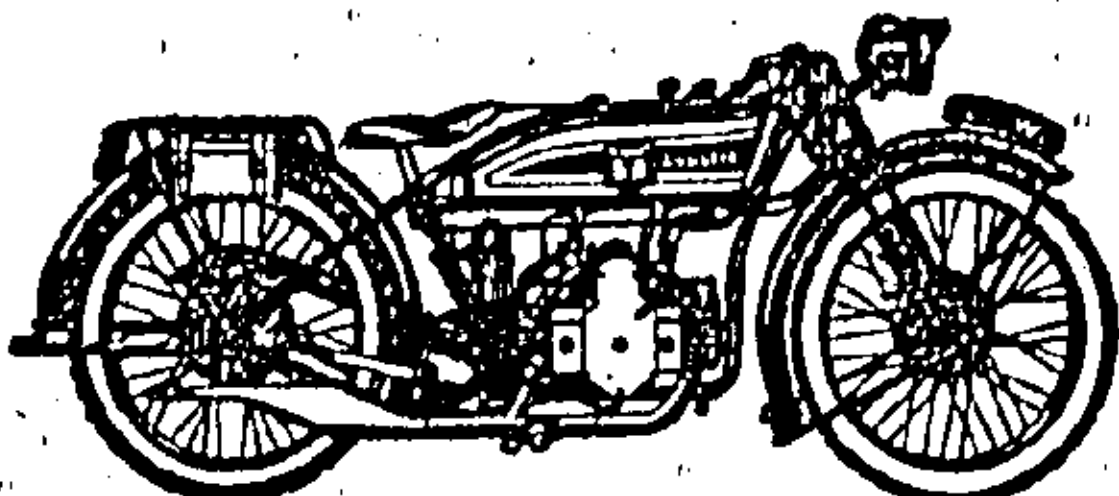
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Enquire about our Hire-Purchase System.

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Prince's Building, 2nd floor, --- Ice House Street, Entrance.

ISOLATING ENGINE VIBRATION.

How Manufacturers
Lay a Ghost.

Engine vibration has always been one of the worst enemies of the automobile designer and if the foe has been driven further into the background, even to-day he has not been entirely beaten. Vibration is like an assassin, it skulks in the background, and creeps out at awkward moments. Also its effects are difficult to measure, and a community of little vibrations can get into step together and by pushing at the right moment can make an otherwise innocent mass of metal behave like a rogue elephant.

There are many forms of flexible or cushion mountings interposed between the engine, or engine and gear box unit, and the frame of the car, and most of them can definitely be shown to give beneficial results. But from this fact it does not necessarily follow that flexible mounting is a necessity; all that is really proven is that on some particular car a given form of mounting prevents certain vibration from being so acutely noticeable. Whether or no the source of vibration should be existent in the first place is quite another matter.

Cases of the Trouble.

With these facts borne in mind it is easy to see why some designers are all in favour of flexible mountings and others equally strenuously opposed to them. So far as major vibrations are concerned the flexible mounting is a cure, and not a prevention.

What are the chief causes of engine vibration? In simple language they fall into two main classes. First there are mechanical causes such as lack of balance and relative movements like spring or whip in component parts, and, secondly, the reactions from compression and explosion forces. Under the mechanical classification, in the four-cylinder engine theoretically the primary inertia forces due to the movements of the pistons and connecting rods are balanced, but the secondary forces due to the movement of the mean centre of gravity of the pistons are not balanced and give rise to a vertical vibration.

Both primary and secondary forces are balanced in the six-cylinder engine. Four- and six-cylinder engines are liable to vibration caused by torsional whip in the crankshaft, the six more than the four, partly due to the longer shaft. From the valve gear drive, cam action, magneto drive and other causes all sorts of minor vibrations, mostly of high frequency, are caused.

Producers of Acute Discomforts.

Under the second classification of reactions from compression and explosion pressures is to be found a different source of vibration, and it has only recently come to be fully appreciated that these vibrations are much more productive of discomfort than those caused under the mechanical heading.

Possibly the realization has been brought about by the immense improvement in design and manufacture of the mechanical parts of the engine, which improvement has frequently failed to eliminate vibrations originally attributed to mechanical causes, so that suspicion has been cast in other quarters. This, incidentally, is the real reason why the six-cylinder engine has often failed in practice to make good the great superiority which it is held theoretically to possess over the four-cylinder.

Many motorists must have noticed on certain cars that quite as much vibration seems to arise from the engine during over-run—that is, when the accelerator pedal is released and the car coasting and driving the engine round—as is pulling the car. This vibration is observable at quite low speeds, whereas out-of-balance mechanical vibration gets much worse as the speed increases.

Cause of Vibration.

The cause of the vibration now under discussion can usually be traced to unequal volumes of compression space, and therefore unequal pressures in the various cylinders, and to unequal explosions from the same cause. In addition, the least inequality in the distribution of equal amounts of explosive mixture to the cylinders through the induction system will cause further coarseness of running. It may be possible to damp down this form of vibration by means of flexible mountings, but it is naturally better to endeavour to prevent them from arising in the first instance.

From the foregoing generalities it appears that flexible mountings can themselves be classified according to the work which they are expected to perform. The most simple, and incidentally a very effective, form was originated by the Alvis Company; it consists of mounting the bearing flanges of the engine between a series of six double conical rubber buffers, the latter being bolted to the frame so that the metal of the engine does not directly or indirectly touch the metal of the frame. The object is to provide a rubber insulation which can absorb or damp all the tiny high-frequency vibrations and tremors set up in the engine itself; there is no intention of dealing with unbalanced secondaries or with torque reactions. The same form of mounting is applied to the gear box, and is equally effective. The feature of this type of mounting is the use of rubber insulation without metallic contact, even through the securing bolts, and it is now extensively used on cars of high quality.

MOTORING AND TAXATION.

Parliamentary Petition
for Petrol Tax.

In order to impress upon Parliament the urgent need for the drastic amendment of the present system of motor taxation, the Automobile Association has organised a Petition to Parliament to be signed by all owners and users of motor vehicles.

Through the medium of its 350,000 members, and other channels, the Association hopes to induce Parliament, at an early date, to repeal the present system and substitute a method by which every individual motor owner will be taxed in proportion to his road use.

In the experience of the Association, the present lump sum tax has been arbitrary in its operation, unjust in its incidence, and irritating to the taxpayer, and Parliament is urged to adopt a flat rate petrol tax as the basis by which the revenue required from motorists should be raised.

Among the objections which would be overcome by the petrol tax are:

- (a) It is collected by a method which entirely ignores the extent of road usage, despite the fact that the tax was originally imposed solely for road costs.
- (b) A great number of owner drivers who are only able to use their cars occasionally or at weekends are unduly penalised by having to pay the same tax as those who are using their cars continually.
- (c) The payment of a lump sum tax in advance presses hardly upon motorists of moderate means.
- (d) The keeping of reserve vehicles is discouraged, as the person owning two cars, only one of which is on the road at a time, is compelled to pay full tax on both cars.
- (e) Large numbers of second-hand cars which—with the petrol tax—would be occasionally used, are lying idle throughout the country, because of the liability to heavy taxation immediately they are taken into use.

The Automobile Association contends that the case for the petrol tax has been proved up to the hilt, that there is little or no difficulty in defining motor spirit for the purposes of taxation, that the possibilities of the tax being evaded are remote, that theoretical objections of this kind have been exaggerated out of all proportion to their real importance, and that—given the goodwill of the Authorities—a flat rate duty is a practicable and sound basis for the equitable taxation of motor owners.

quency vibrations and tremors set up in the engine itself; there is no intention of dealing with unbalanced secondaries or with torque reactions. The same form of mounting is applied to the gear box, and is equally effective. The feature of this type of mounting is the use of rubber insulation without metallic contact, even through the securing bolts, and it is now extensively used on cars of high quality.

Another form is that applied to and originated for the 14 h.p. Hillman car. In this, flexible rubber buffers are used, and the engine is able to swing through a very small movement with the object of damping torque reaction. To prevent engine oscillation a frictional band-type shock absorber is interposed between the engine head and the dashboard structure.

The Use of Rubber.

Then a number of cars have rubber blocks, bushes, or strips interposed between the mounting and the frame, but the securing bolts are not insulated.

One of the most interesting of the carefully developed arrangements is on the Rolls-Royce, where there is on each side of the engine at the front a damper of the frictional shock absorber type, built in for the purpose of absorbing the reaction from torsional vibration in the crankshaft.

Quite a different principle is applied to the six-cylinder Rover car, the engine being mounted on short laminated springs wrapped round the frame members. The object is to give a cushioning effect in the drive. A laminated spring of the transverse type is used to carry the front end of the four-cylinder Chrysler engine, whilst on the Chrysler 70 engine the bearing arms are attached to brackets insulated from the frame sides by sheet rubber.

An interesting system has been employed on the 14 h.p. Humber. In this case the engine feet are mounted on stiff compressional coil springs, capable of being adjusted, and on ball spring loaded frictional devices. To prevent oscillation of the engine due to torque reaction a Hartford type shock absorber is fitted at the top of the engine.



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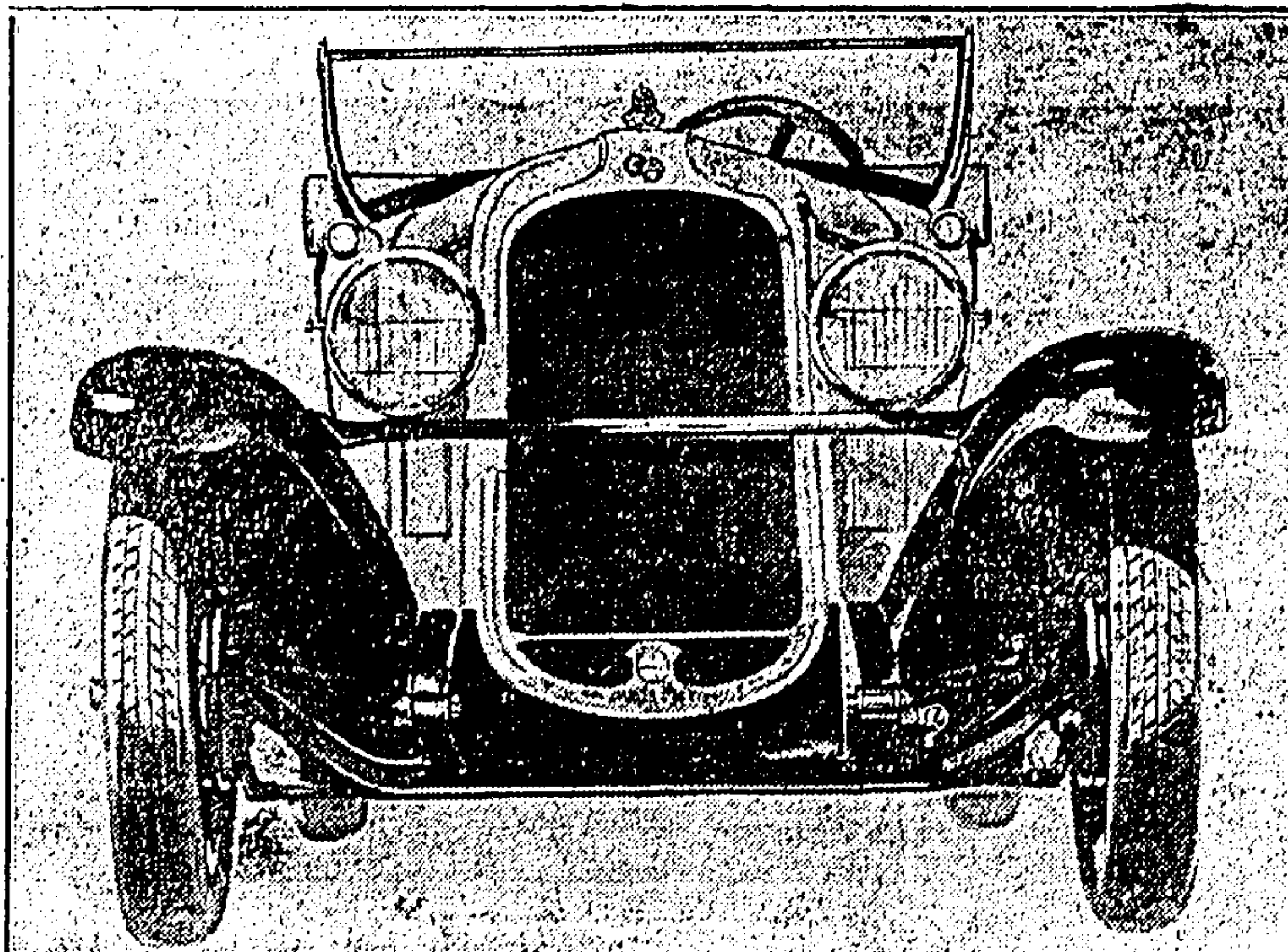
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RUBBER REPLACES SPRINGS.

An English Invention.

London, Feb. 4.—A pleasure trip over the roughest country road, chuck holes at every six feet, miniature mountains and valleys and never a bounce or jolt, in an auto without springs!

The latest invention of W. Lawson Adams, British engineer, a set of two steel discs enclosing a rubber cushion, it is claimed will make such a trip possible.

This device has one steel disc mounted on the frame of the automobile. Another disc similar to the first is connected to the end of the axle by a heavy steel arm. Both discs are toothed, the teeth meshing into similar teeth on a soft soft

rubber cushion which fits in between the two discs when they are bolted together.

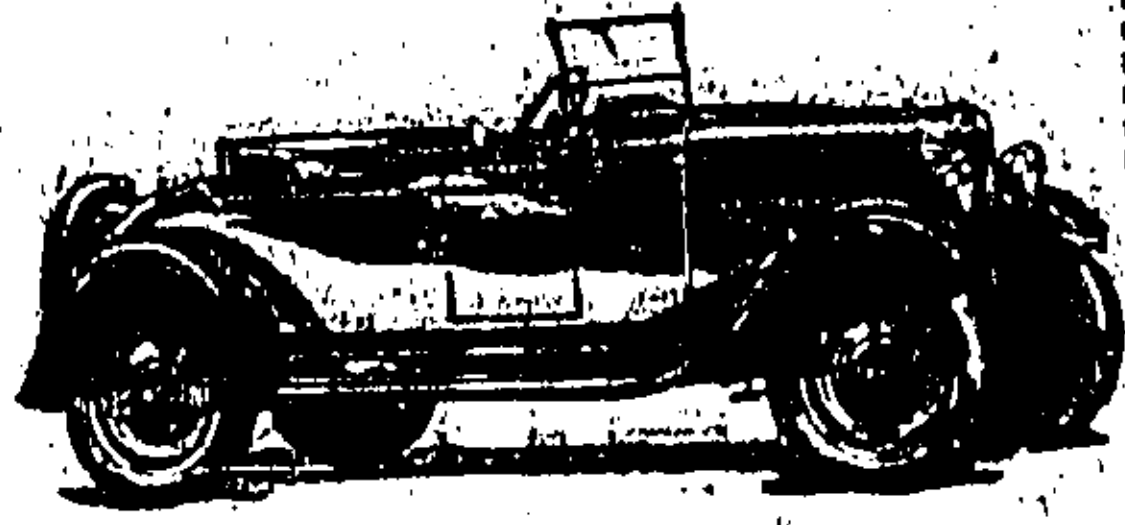
As the car passes over ruts or irregularities in the road, this rubber cushion absorbs the impact from the teeth of the two steel discs.

In a test over a water-worn, pitted road, a car equipped with these springs traveled 40 miles an hour in comparative ease.

for Economical Transportation

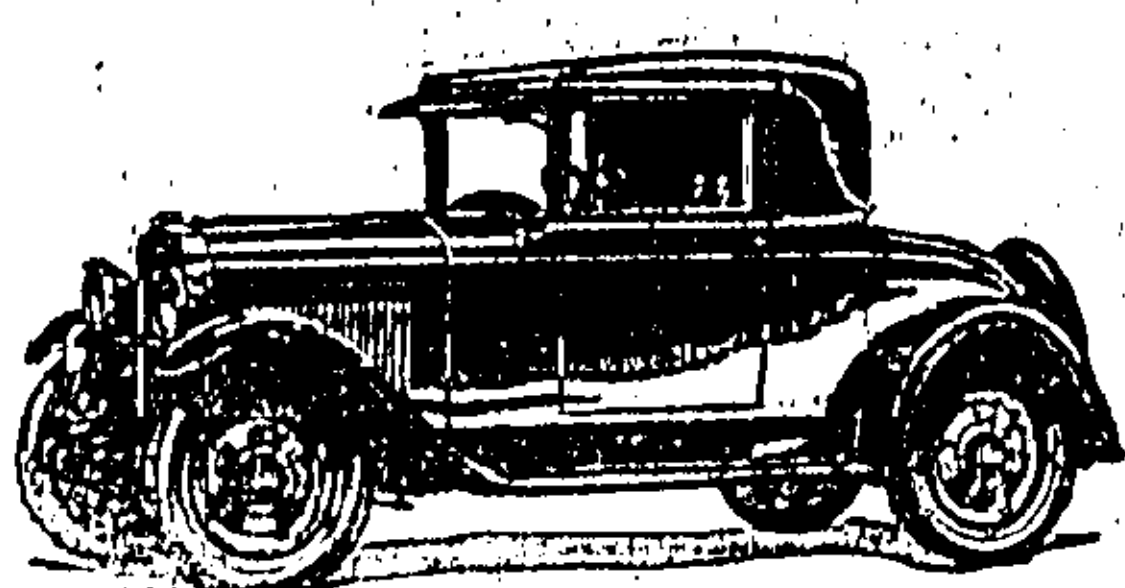


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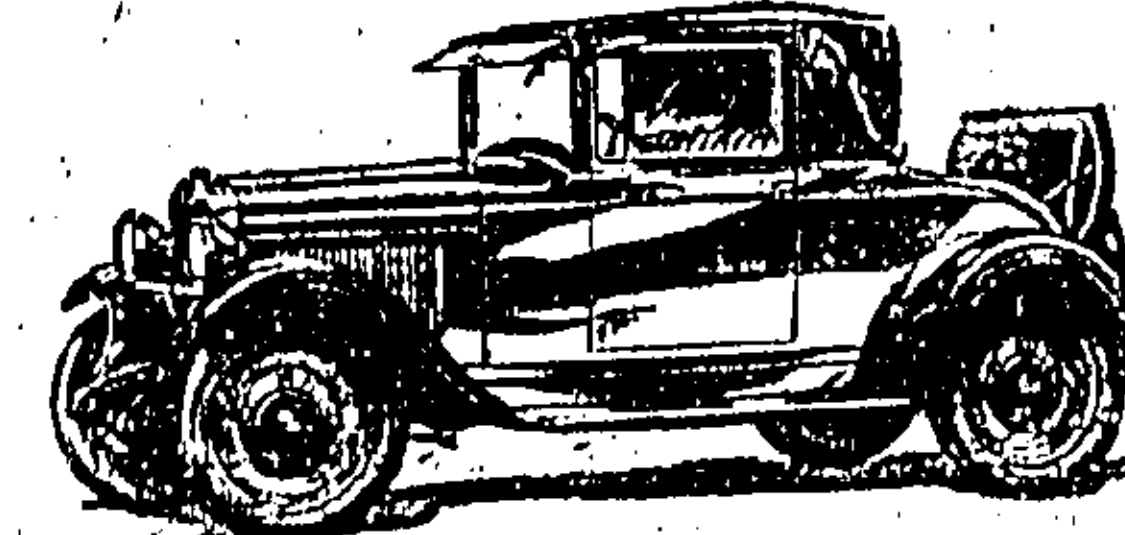
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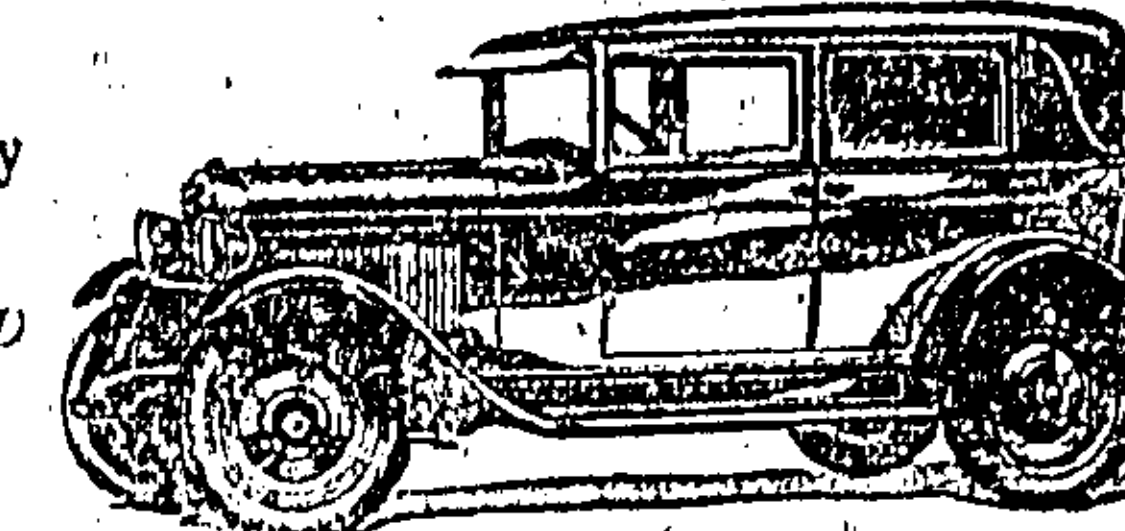
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PAN-AMERICAN HIGHWAY.

An International Plan.



Winter to summer in one extended run may be the exciting pastime of motorists in America in a decade or so, if plans for a Pan-American highway, such as that shown here, are carried out.

Washington, Feb. 10.—Perhaps in a decade or so, Americans will motor down into South America as they do from coast to coast today.

Perhaps by 1938, we shall see automobiles with license plates from Chile, or Argentina, or Brazil, just as we notice them today from any of the 48 states in the Union.

For by then the greatest highway system in the world will have been completed. If the dreams and plans of Pan-American enthusiasts come true. This would be the Pan-American highway, stretching from the Canadian border down through the United States, Central America, into every one of the South American countries and as far as the southernmost tip of that continent.

The route would cover a total distance of almost 10,000 miles along the west coast of South America, excluding its various branches extending into the countries to the east.

Official recognition of this dream has already been made in several ways. President Coolidge heartily approves the idea, and adds that such an international highway would be highly effective in bringing the entire western world into more harmonious relationship.

Bill Up for Road.

Representative McLeod of Detroit has introduced a bill in Congress calling for the creation of a "Pan-American Peoples Great Highway Commission," with an original fund of \$200,000 for arrangement of such an enterprise.

The same subject was discussed at the recent convention of the American Road Builders Association in Cleveland. In fact, Antonio Madrazo, head of the Mexican delegation, reported that the first link in this great highway system, so far as his country was concerned, would be ready by 1929. This would reach from Laredo, Tex., to Mexico City and farther on to Guatemala.

The Pan-American Union is highly interested in this project and has taken it up at several of

its conferences. As a result, it organized the Pan-American Federation for Highway Education, which is pushing the plan still further.

According to present plans, the Pan-American highway would extend from the Canadian border to Laredo, Tex., and thence through the Central American states to Panama. From Panama, the road would follow the Pacific coast of South America as far as Puerto Montt, Chile. Then it would cut across to the border of Argentina, down to Puerto Desado on the Atlantic coast and further on almost to the very tip of the continent.

Must Gap 2,175 Miles.

From Laredo to Puerto Montt, the Bureau of Public Roads estimates, is a total of 7,967 miles. Gaps in this extension, totalling 2,175 miles, have to be completed with new roads in order to make this a continuous highway.

A road from Valparaiso, Chile, would run eastward to Buenos Aires and then up to Rio Janeiro. Another branch would extend from Colombia along the northern edge of South America through Venezuela and the Guianas, while another might be planned to cut off from Chile at the northern edge into Bolivia.

Thus every country in Central and South America would be fed by this system.

In North America there are various good routes from Canada to Laredo, the point which is conceded to be the best "jumping off" place into Latin-America. One would run from Montreal to Detroit, down to Indianapolis, through St. Louis, Little Rock, Fort Worth and San Antonio to Laredo.

Another route, suggested by President Coolidge, might extend from the northernmost point of the eastern United States, at Port Kent, Me., to Boston, New York, Washington, Columbus, and Indianapolis and on down the same route to Laredo.

Or, a route might go from Ottawa, down to New York and then along this highway to the Mexican border.

been brought from New Zealand covered the whole car, and provided an extra room, as it were, outside that formed by the car body.

Thus equipped, the trekkers were able to camp out practically the whole time, and to see the countries which were toured under very interesting conditions, avoiding hardships and conducted tourists, living next to Nature, and seeing the national life in its real state.

For such a trek, involving as it does the use of rough byways and tracks, the choice of the car is an all-important point. Sturdiness and the ability to negotiate really rough going are essential, as is also reliability of the first order, for one does not want mechanical trouble when one is "miles from anywhere" in the country. It is a tribute, therefore, to the British Morris car, which was chosen on the occasion, that its owners are so pleased with it that they are taking it back with them to New Zealand, convinced that it is just what they need for satisfactory service in their home conditions.

ROMANCE OF MOTOR TRAVEL.

From Damascus to Baghdad in 24 Hours.

Crossing the Syrian desert from Damascus to Baghdad, a distance of 536 miles, can now be done in 24 hours in luxurious motor vehicles, according to information comprised in a booklet issued by Messrs. Thomas Cook and Sons, who are principal agents for the Nairn Eastern Transport Co., originators of the service.

Such historic and thrilling names as Damascus and Baghdad are in themselves sufficient to attract tourist throngs, and this fact combined with commodious means of travel implies future travellers' itineraries of the greatest possible interest.

The motor transport in question was inaugurated first in 1923 but only in May of last year were special 15-passenger, six-wheel saloons, constructed in America, put on the trans-desert run by the company.

The service was rendered possible by the early enterprise of two young New Zealanders of Scottish descent, Norman and Gerald Nairn. The former was experienced with the difficulties of motor vehicles in the desert, as he had served with the R.A.S.C. Mechanical Transport in the Palestine campaign. After the war he had started a motor business in Beirut where he was agent for Buick cars, and, in addition, he began to operate a passenger and mail service from the railroad at Haifa along the seacoast to Beirut. From this initial start, crossing of the Syrian Desert was attempted first in the spring of 1923, with two Buick and two Dodge cars, these being loaded with spare petrol, oil and water, and camping equipment and rations sufficient for several days. The adventurers managed to reach Baghdad in four days after a number of obstacles had been overcome. Following other successful journeys, a weekly service with Cadillac cars was inaugurated in the autumn of the same year.

Specially Built Buses.

The route followed was via Beirut and Damascus and across the desert via Rutba Wells to Ramadi and onwards along the bank of the Euphrates to Felluja to Baghdad.

A short time later the Nairn Transport Co., combined with the Eastern Transport Co., which operated via Palmyra, Tripoli and Irbid so that the present service is known as the Nairn Eastern Transport Co., Ltd.

To facilitate still further this commodious way to travel, early in 1926 Mr. Nairn visited America and evolved a design with the Six-Wheel Co. which provide for every exigency which might be encountered by motor vehicles in the desert. The tyres, always one of the vulnerable points in this traffic, are 40 by 10.50 Goodyear balloons, which are maintained at a pressure of 50 lb. per sq. inch. The body is equipped with 13 large Pullman-type armchairs and there are two seats in the rear. There are small parcel racks and the roof is specially designed to carry 1½ tons of luggage.

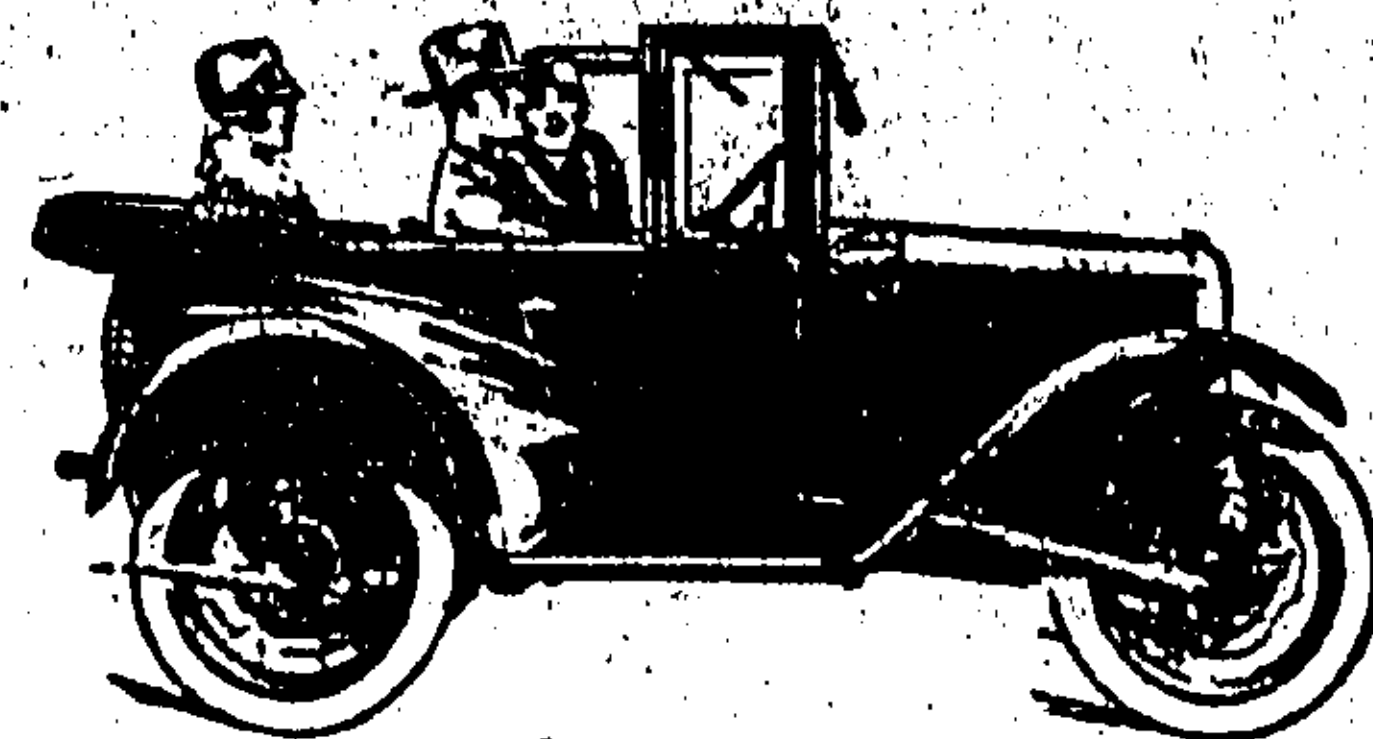
Two British drivers are employed with each bus, and they work in shifts of four hours on and four hours off, picked men who are thoroughly experienced in the desert. Midway across the route at Rutba Wells, and 200 miles from anywhere, a comfortable rest house equipped with electric light and fans, an ice plant and wireless is administered by the Nairn Co., and passengers may there break the journey for one night.

The fare from Beirut to Baghdad is £20 first class. It includes a seat in the saloon, hotel accommodation at Damascus and Rutba, food on the desert and free baggage allowance of 100 lbs. Second class fare is only £12 for a seat in the touring car and the necessities of the journey. Special rates are made, furthermore, during "off-seasons," and a return ticket is an economy. During 1925 despite the Cruise rebellion, 11,255 passengers were carried in 6,093 vehicles and in 1926, whilst the desert war was still in progress, 13,000 passengers were carried in 8,340 cars.

UNDULY RICH MIXTURE.

MANY INJURIOUS RESULTS.

Every motorist knows that it wastes fuel to have the carburettor set for too rich a mixture. The indirect losses, however, probably are greater sources of expense. These take the form of excessive carbon deposits, valve troubles, greater cylinder and piston wear and more crank case dilution—the greatest evil of them all.



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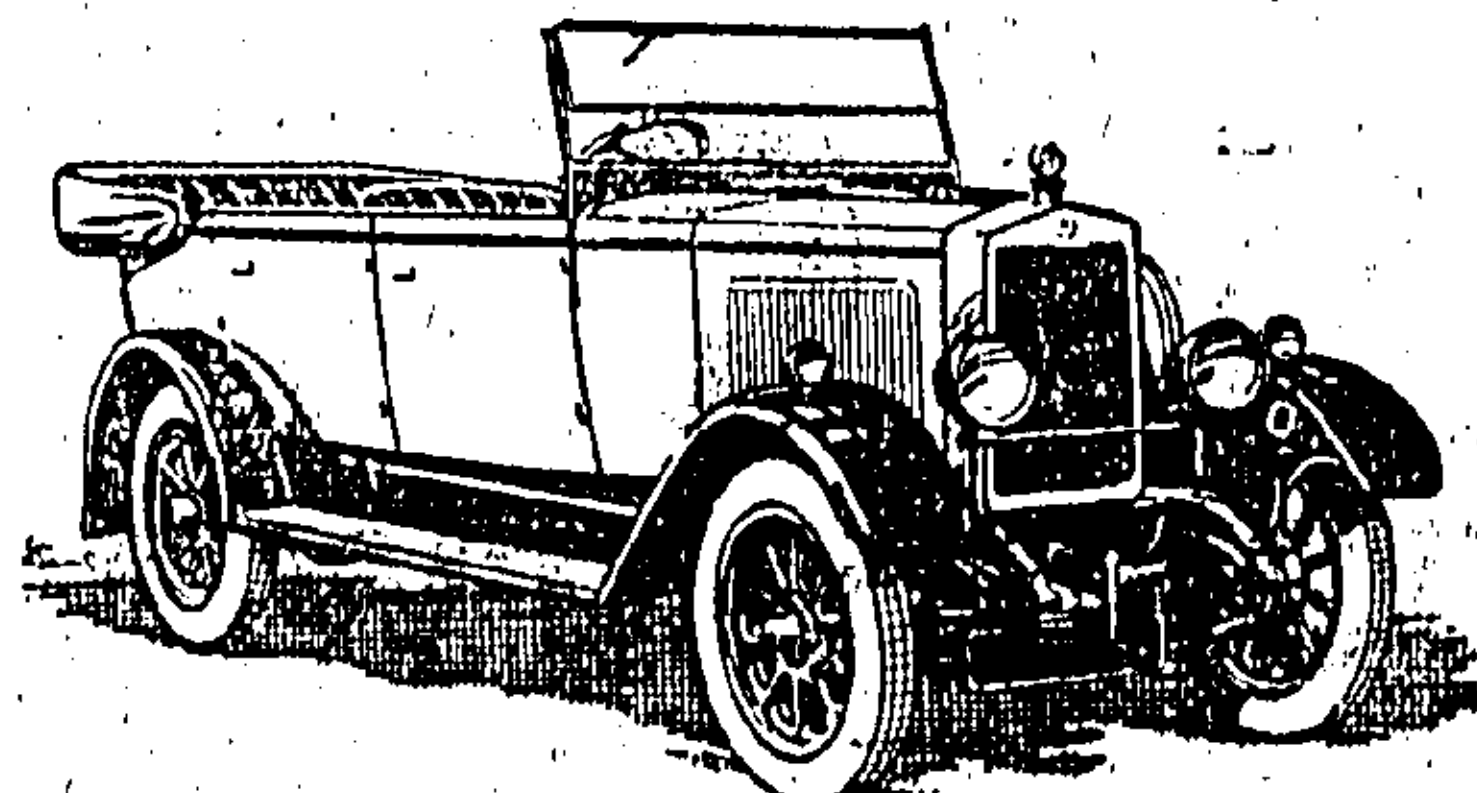
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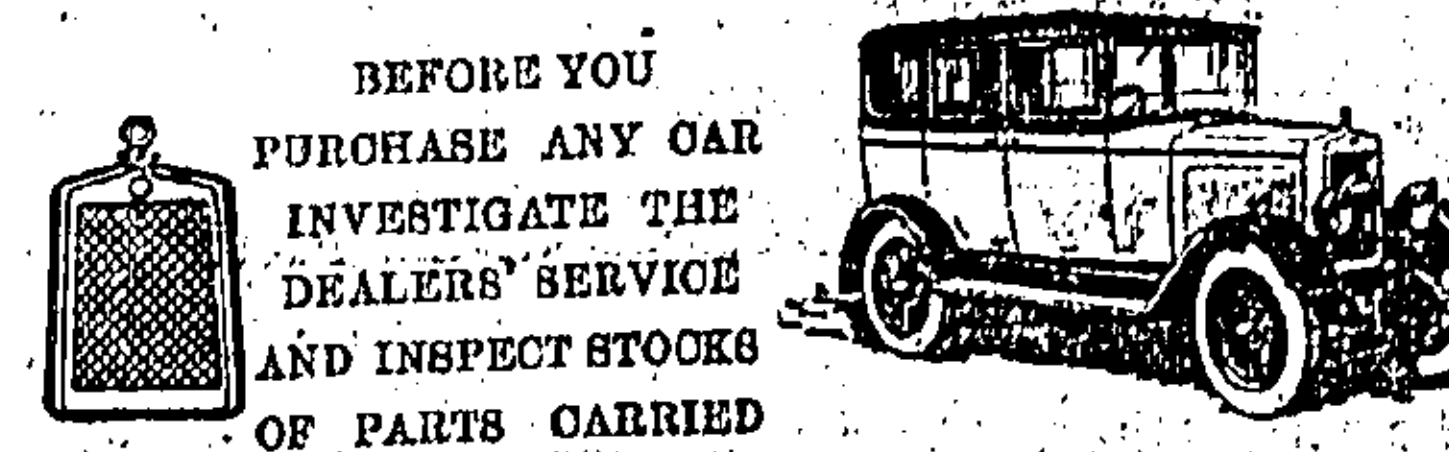
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SALOON (4-DOOR)	4 Seater	185	225	10
TRAVELLER'S CAR		168	200	—
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MORRIS-OXFORD 11.9 H.P.				
48" TRACK—108½" WHEELBASE.				
TOURING	4 Seater	205	235	—
SALOON	4 Seater	215	255	—
MORRIS-OXFORD 13.9 H.P.				
48" TRACK—108½" WHEELBASE.				
ROADSTER	4 Seater	210	240	—
TOURING	4 Seater	225	260	15
COUPE	2 Seater	230	270	—
SALOON	4 Seater	250	290	20
LANDAULETTE	5 Seater	285	330	—
MORRIS-OXFORD 15.9 H.P.				
56" TRACK—114" WHEELBASE.				
(4-speed gear)				
TOURING	5 Seater	315	355	—
SALOON	5 Seater	345	400	—
MORRIS LIGHT SIX 17.7 H.P.				
2468 c.c.—Approx. 2½ litres.				
TOURING	5 Seater	320	360	—
SALOON	5 Seater	350	405	—



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"Hongkong Telegraph."

COLONIAL STYLE.

Motor Holiday in Europe.

Any reader who is planning a motoring holiday in Europe will be interested to read the experience of a New Zealander, who, with his wife, has just completed a tour of England, Scotland, and Wales, Belgium, France, Switzerland, Italy, Spain, the Austrian Tyrol, and Andorra, which he carried out on trek lines.

The tourists landed in England from New Zealand in April, complete with camping equipment. They next searched the motor show room for the car best suited to the purpose they had in mind, and picked out the 15.9 h.p. Morris-Oxford. Having made this purchase they proceeded to adapt it for the trek. By laying the front seats with their backs on the floorboards a comfortable bed was provided. A tucker-box was attached to one running-board, and opened out to form a table. The tent which had

H. K. V. D. C. MOTOR CYCLE RELIABILITY TRIAL WINNERS OF THE 1st PRIZE, 2nd PRIZE FLYING SQUAD CUP

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WERE RIDING ON
**DUNLOP
TYRES**

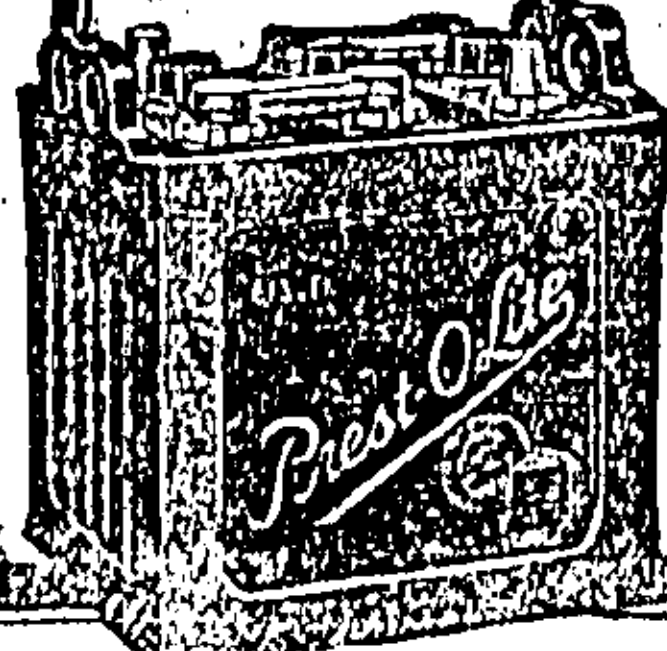


'FIT DUNLOP & BE SATISFIED'

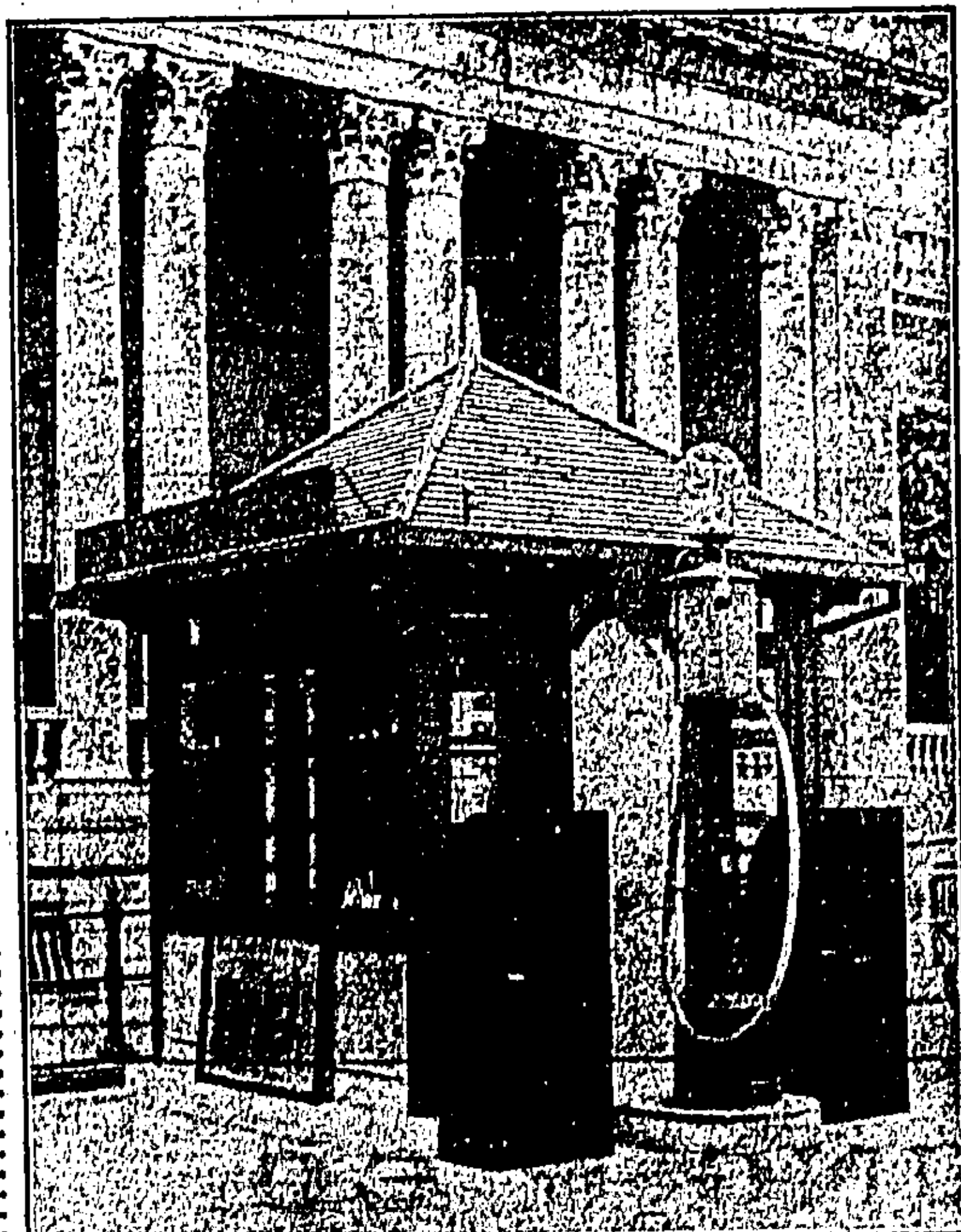
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The Asiatic Petroleum Co., (South China) Ltd., Hongkong.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

POWER-BRAKES NEXT?

Now that four-wheel brakes are at last practically universal on current models of passenger cars, engineers are searching for further improvements in braking methods. With the constant increase of traffic density and speed, the strain involved in operating brakes by muscular power is becoming more burdensome, especially on long trips over congested roads and particularly so in the case of operators, who are lacking in physical strength and endurance. Even with operating devices affording the utmost mechanical advantage and with brakes of the self-energizing type—which in some measure are applied by energy stored in the moving car—the fatigue induced by a day's braking may constitute an important factor in the total of personal wear and tear. To substitute for muscular energy mechanical energy, generated by the engine, so that the effort of ordinary service brake application shall be only that required to open a valve, to permit stored mechanical power to perform the actual work of braking, is seemingly the next move toward effortless driving. As vacuum—and later air-brake—were adopted upon railroad cars, when hand operated brakes were found inadequate to meet increased speeds, so it appears that the vacuum brake and perhaps the air brake, which have both been used on buses for some time, may prove the final equipment on passenger cars. Suction, always present in the intake manifold of an engine, as long as it is turning over with its throttle closed (as is always the case when speed is to be reduced), is the source of the vacuum force utilized to set the brakes, in a system of four-wheel power braking, now beginning to be installed on passenger cars. Vacuum power is conveyed to a cylinder, mounted on the chassis, in which is a piston, the movement of which sets all brakes, through equalizing devices, in response to the movement of a valve, opened progressively by the regular brake-pedal, the degree of opening regulating the degree of suction force in action and thus the intensity of braking. The connection may be such that the front wheel brakes are operated by vacuum only, the degree of application being always held below the locking point on the kind of road surface being traversed, but the rear brakes may be applied not

only by vacuum-power, but may be set by the operator's own muscular power through the conventional linkage, in case extreme stopping power is required or in case of failure of vacuum, due to the stalling of the engine.

Shock Absorbers as Spring Protectors.

Question:—Within the past year I have broken two front springs on my car, although I think I would be called a careful driver. There are no snubbers or shock absorbers of any kind on this car. Is it your opinion that these devices lessen the danger of spring breakage?

Answer:—It is. Most springs break by being bent more than they can stand, as their load recoils upward, after having bent them severely in moving downward, and it is the function of all shock absorbing devices to prevent these extreme motions of the load on the springs. Any kind of shock absorber, capable of limiting the violence of the deflection of these front springs, will tend to protect them. There are some very simple and inexpensive devices, which act to press the leaves of a spring together, this increasing their mutual friction and damping their deflections, which you can readily install and which we believe you would find effective.

Gear Noise.

Question:—The transmission of my car makes a grinding noise, when in low and second speed, with the car running slowly, but when it is running fast there is no grinding on second. It is quiet on high gear. What is wrong?

Answer:—We doubt if there is anything seriously wrong. Irregular gear noise is most noticeable at very low speeds, the gears then not being sufficiently loaded to cause the stable tooth action which results in the steady hum, that is not considered objectionable. Irregularities of rotational speed of the engine are most pronounced at very low speeds and cause the gears to "growl." No gear noise is to be expected on high gear, for all gears are turning idly. It may be that there is some backlash in the gears of your transmission, caused by wear, and perhaps there is some looseness at bearings. We presume you have it well lubricated with a gear compound that is of good body but still capable of flowing when cold.

PAWNING MOTORS.

A New Paris Service.

Hanging your car on a nail sounds a difficult business, but in France the powers that be have just rendered it a simple matter. Putting "au clou" (on the nail) in France corresponds with our own expression, "leaving it with uncle." The French, curiously enough, say "leaving it with auntie." Anyway, it means taking some article to the Credit Municipal or Government pawnshop, formerly styled the Mont de Piete.

Up to the present only portable objects have been accepted by the State as pledges, but by decree published recently motorists will in future be available for this purpose. It is not necessary to take the car inside and hand it over the counter. "Auntie," impersonated by a Government valuation official, will come out into the street and give the thing a look over. During the examination he will assume an expression of intense disgust, as if the car before him were the most revolting object which has ever been his unpleasant duty to observe in the course of a long and trying professional career. In short, he will behave just for all the world like a second-hand car dealer. At length a sum will be mentioned: this sum, funny enough, will correspond, more or less, to that which might be offered by the second-hand car artist; that is to say, that it will represent one quarter or perhaps one-third of the genuine scrap value of the car. There will, however, be one very important distinction between the sum suggested by "Auntie's" official representative and that emanating from the mind of the second-hand person. The first mentioned will be offering a loan on the "property," on behalf of his Government, at the very reasonable interest of 9 per cent. for six months, whilst the dealer would be stating a purchase price. The Government pawn garage in Paris only accommodates 200 cars,

and it is already overcrowded, although the new rule has only been in force for a few days. Further garages are to be constructed forthwith; this is an administrative expression, common to all Government departments, meaning any time within the next six months or 10 years. The Paris Credit Municipal garages are to be followed by similar ones in all provincial towns. This fact should be remembered by British motorists who may find themselves stranded at some time, for one reason or another, while touring in France. It is easy enough to lose one's pocket book, and the consequences are often most embarrassing. What a relief to know that "Auntie" will look after your car for a day or two while you are waiting for that delayed letter of credit.

One Can Keep the Petrol.

A friend of mine living in Paris took his car down to the Credit Municipal the other day out of curiosity to see what sort of valuation he would get. Actually, the loan offered was very fair and reasonable. It was not accepted, as my friend only wished to test the system. A visit to the garage was unfruitful. Only Government officials are allowed within the precincts. An inquiry as to whether cars were greased, covered up, or jacked off the ground to relieve the tyres was answered in the negative. "Auntie" really cannot think of everything. Petrol is drawn off immediately a car is taken over, and if the owner has brought a jug or can with him he may keep the petrol. This is useful unless he happens to have already pawned his gold cigarette lighter.

There is one aspect of the question which does not seem to have struck the authorities, but which, to my mind, accounts for the immediate overcrowding of the first garage which "Auntie" has opened in Paris. There are many people who lay their cars up for the winter, but garage accommodation in Paris is limited and, in consequence, very expensive. "Auntie," out of the kindness of her heart, offers you free garage with a cash loan thrown in! She is a more pleasant person than "Dora."

SILENCING OF MOTOR CYCLES.

An Important Test.

The Panel of Engineers has now been appointed by the Automobile Association to conduct the necessary Tests in connexion with the Motor Cycle Silencing Scheme, recently inaugurated by the Association in conjunction with The British Cycle and Motor Cycle Manufacturers and Traders' Union Ltd.

The following eminent Engineers constitute the Panel:—
Hubert C. Clark, A.M.I. Mech. E. (Chairman).

Leslie Hounsfield, A.R.C.Sc., M.I. Mech. E., M.I.A.E.

Basil H. Joy, M.I. Mech. E.

F. H. Lee, A.M.I.A.E.

W. A. Tooky, M.I. Mech. E., M.I.A.E.

E. Bradford Ward, M.I.A.E.

Mr. Clark has been responsible for the design of a number of leading makes of motor vehicles during the last 20 years, and was associated with the Technical Department of the Mechanical Transport Section of the Ministry of Munitions during the War.

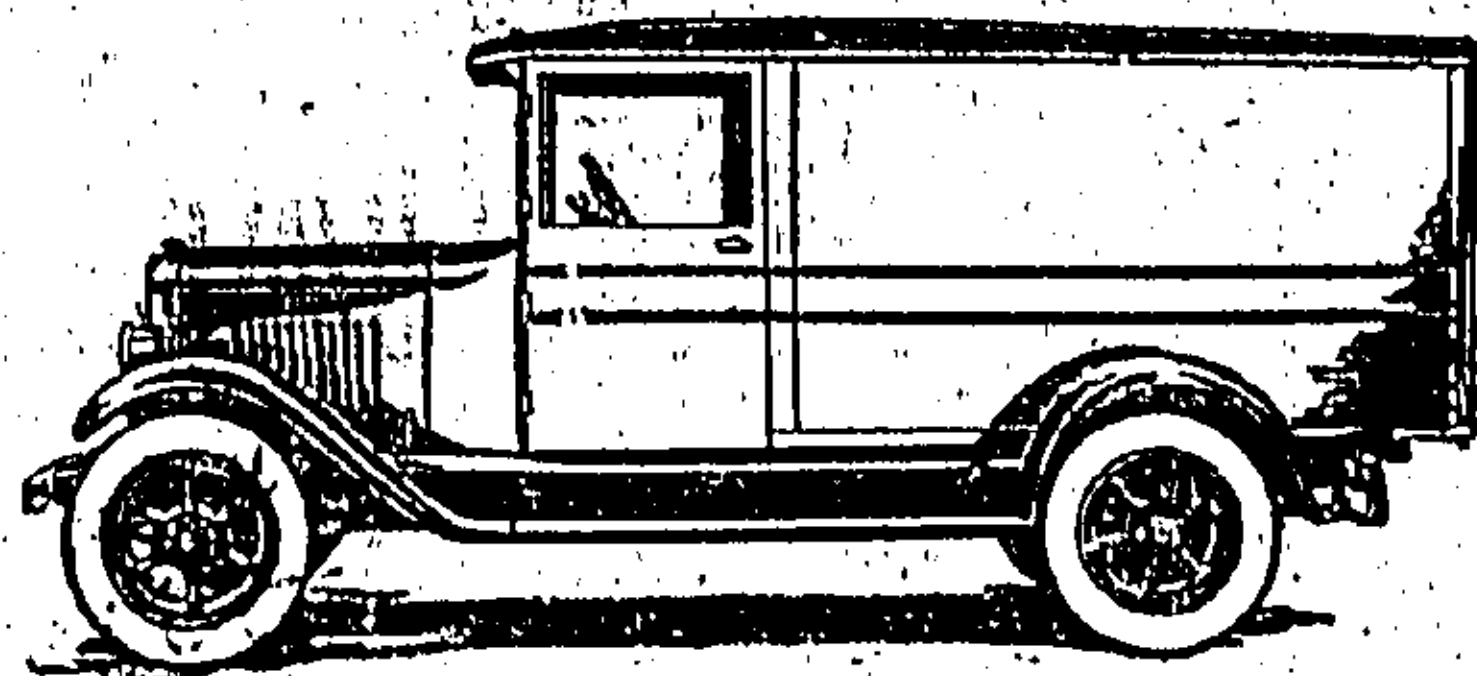
Mr. Joy holds a prominent position as Secretary of the Institution of Automobile Engineers with which he has been associated since its inception.

Mr. Lee has been identified for a number of years with several of the principal motor manufacturing firms in the Midlands, and is Advisor to important Insurance Interests.

Mr. Tooky is prominent as a Consultant in matters relating to Internal Combustion Engines and Fuels, being Advisor to important interests such as the South Metropolitan Car Company. He is also Chairman of the B.E.S.A. Committee on Internal Combustion Engines.

Mr. Ward's connexion with the Motor Industry extends over many years; his name will be familiar to many as having for a long period been responsible for the J.A.P. Motor Cycle Engines. The efficiency of the silencing devices will in every case be the

GENERAL MOTORS (G.M.C.) BUSES



General Motors Special Passenger Buses are built to the specific requirements of some of the largest users of Buses in the world. Some of the principal specifications are as follows:

Particulars:	T-20-CB	T-40-CB
Buick Motor	Standard Six	Master Six
Six cylinders	3 1/2" x 4 1/2"	3 1/2" x 4 1/2"
Piston displacement	207 cu. in.	274 cu. in.
Rated Horsepower	23.44 R.A.C.	29.40 R.A.C.
At 2,000 R.P.M.	60 B.H.P.	61 B.H.P.
At 2,800 R.P.M.	63 B.H.P.	77 B.H.P.
Wheel diameter	20-inch	20-inch
Front and Rear Tyres	30 x 5	34 x 7.50
Total braking area	454 sq. in.	605 sq. in.
Wheelbase	150 inches	162 inches
Height of frame (rear)	26 inches	27 inches
Payload capacity	3,000 pounds	5,500 pounds
Gross weight	6,600 pounds	11,005 pounds

The speed of General Motors Passenger Buses assures the maximum number of trips. Their riding ease guarantees the comfort and satisfaction of customers. Their economy and reliability produce real profits for the operator. General Motors Passenger Buses are available in the following chassis types:

T-20-CB 160-inch wheelbase	G\$1,690
T-40-CB 162-inch wheelbase	G\$2,840

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

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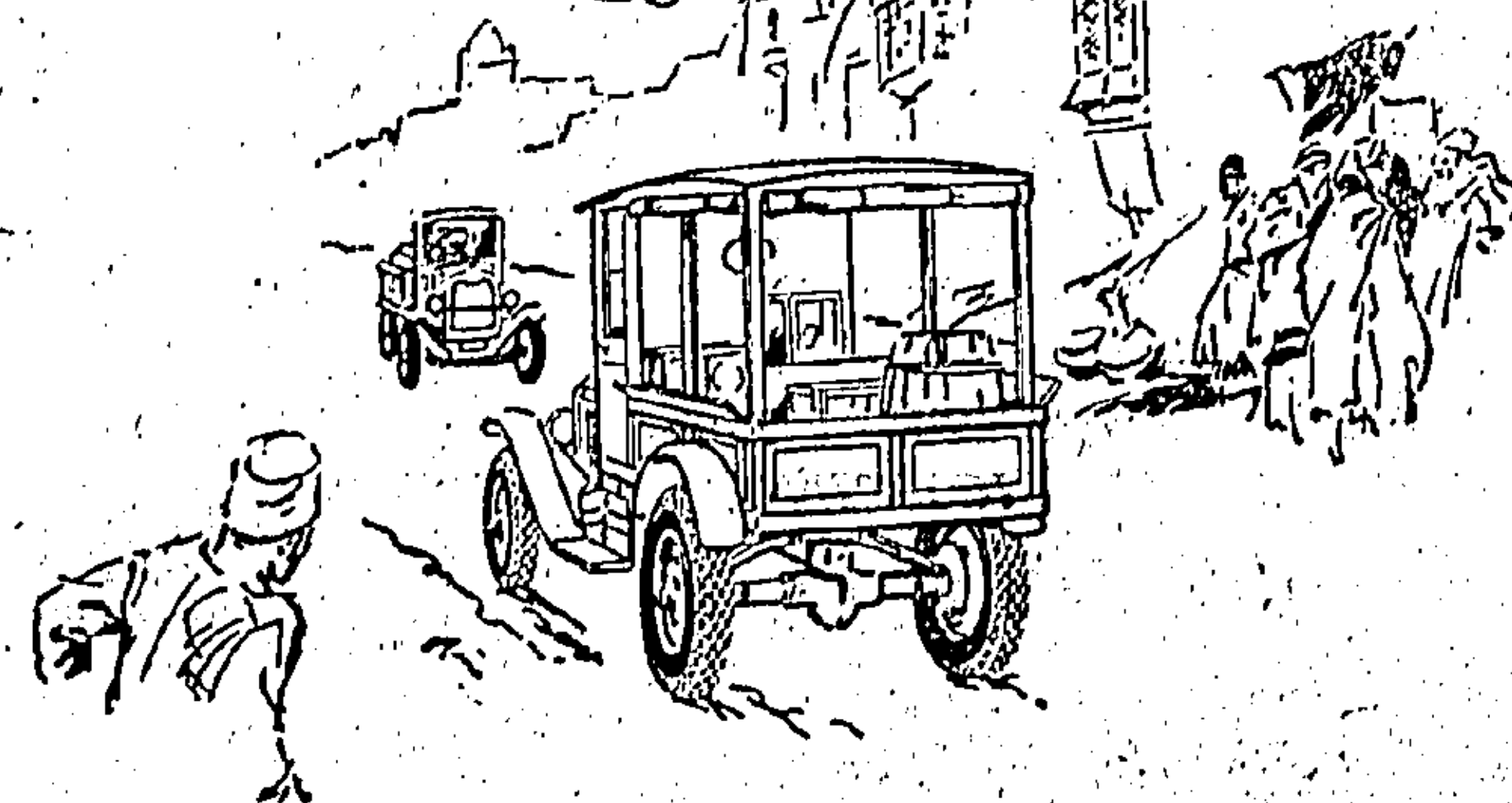
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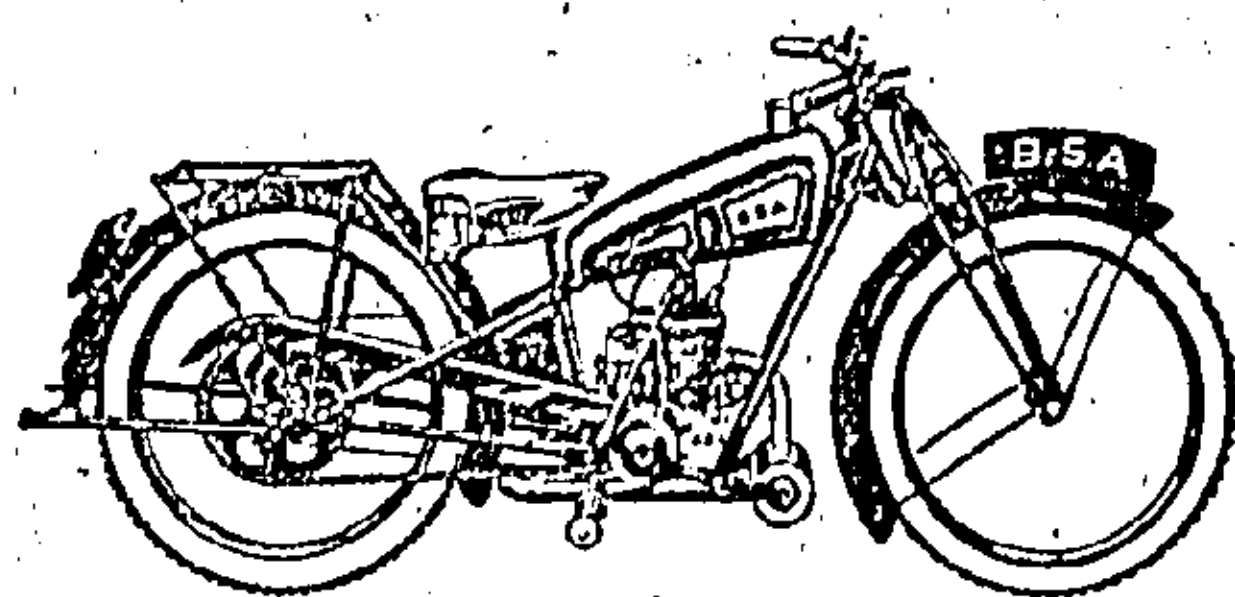
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TO AMATEUR DRIVERS.

An Expert Gives
Advice.

In the following article Mr. H. Massac Buiat, who was recently motorist correspondent for a leading London paper, gives excellent advice to owner-drivers on turning and extracting a car from a confined space.

Even the experienced motorist bent on holiday exploration will find himself on the wrong road many times in circumstances from which extracting a car and re-extracting its course is a problem. How inevitable, therefore, it is that the novice, inexperienced alike in car management and in touring, should find himself in a relatively constant need of being extracted from predicaments to which his curiosity and lack of road knowledge, or instinct, have led him?

The first thing to think of in these circumstances is:—How can I achieve my purpose without placing the car in a position which will be a cause of danger to other people, and without manoeuvring it in such a way as to spoil the vehicle?

Suppose you have to reverse in a narrow road. Walk ahead until you find a gate, or put in a reverse gear and move even two or three hundred yards slowly until you come, backwards, to one you have noticed on the way. Either method will secure you as much extra space as possible.

Watch the Roads.

If you are accompanied on such occasions, other members of the party should be stationed to warn traffic as well as to inform you as to what clearances you have from moment to moment in the acts of reversing and turning.

You will be well advised to look closely to the surface of the road, too. If it is deep in ruts, you cannot rely on passing within an inch or two of posts on either side, because caked mud may collapse and the wheels fall suddenly into a rut, or if it is wet, the wheels will slip, with the result that the position of the car will be shifted more than the narrow margin allows, and then the vehicle, and, possibly, some other object will be scraped.

Often overgrown hedges conceal large stones, brickwork, odd pieces of iron, or parts of castaway farm machinery, which will destroy a panel or a wing.

Avoid reversing where the road curves, and never do so if you are by yourself.

If you mistake your way in a town and know that the shortest way to recover your route is to reverse, exercise sufficient restraint and refrain from doing so unless there is ample space in the road. Do not consider the pavement part of the roadway available to you. No car should be put on the pavement.

Study Your Car.

On country roads uneven surfaces will distort the frame of a back-and-forth turned car and start body creaking, which may never be cured. Even a heavy car comes to no good by being manoeuvred in this fashion.

Before you follow any road in unfamiliar country, it is better to make sure that it is the one you want instead of thrusting your car down it and finding out afterward that it is not available to traffic, or that its course lies in the opposite direction to the one you want.

It is well for the novice to spend some of his leisure pondering how to avoid making an exhibition of himself by unskilled manoeuvring in confined spaces.

He should not rest content merely with the knowledge that he is capable of driving a car without embarrassment along main roads and even in ordinary traffic. Often it is physically hard work to extricate a car from a false position. Such a labour strains the steering mechanism, so that loss of capital expenditure is involved.

Nor does it do a car any good to have the front wheels turned by hand by way of assisting the steering gear, though that is better than wrenching at it when the machine is stuck.

Full Wheel Lock.

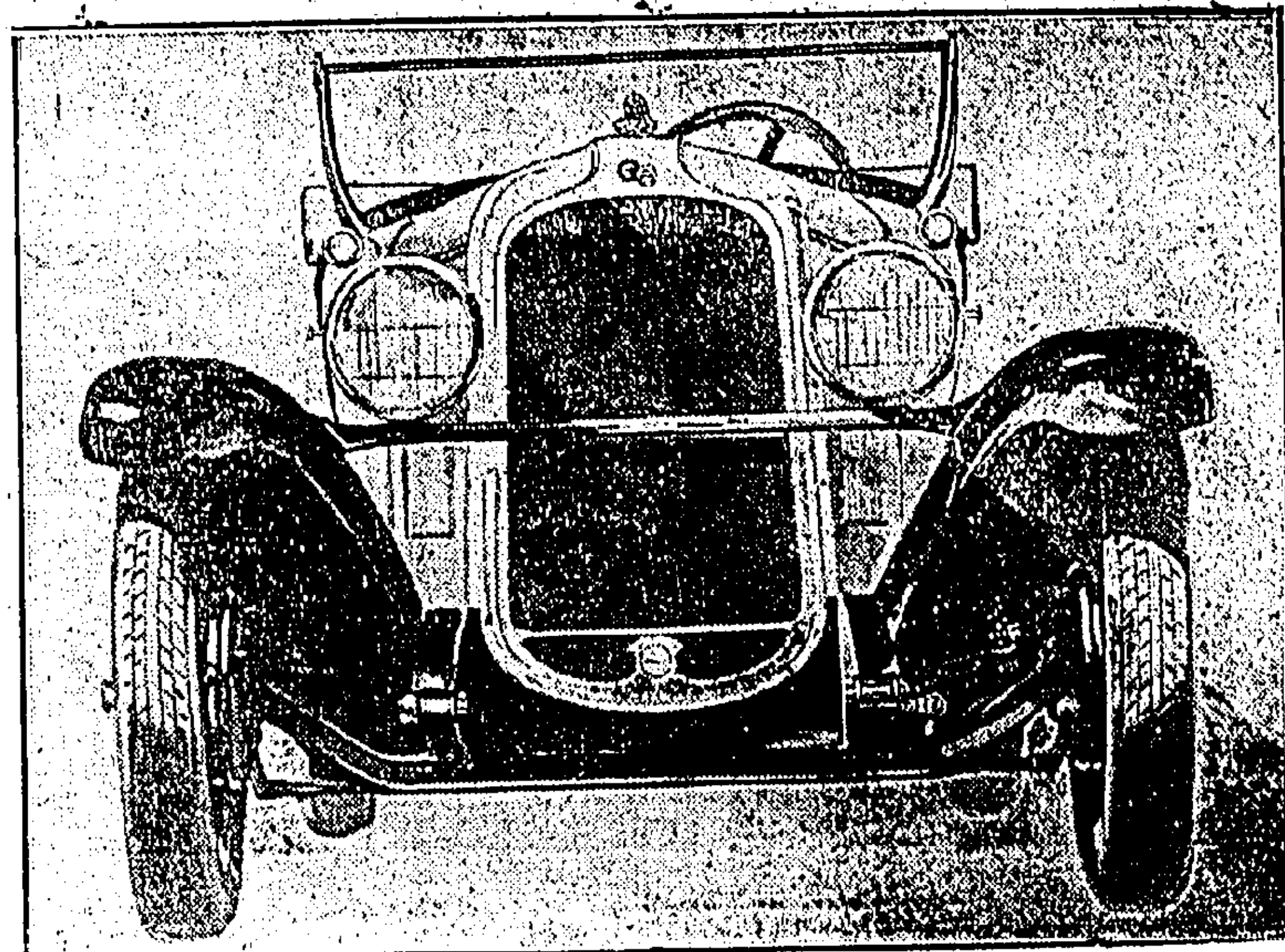
It is extraordinary how many experienced motorists, taxi-cab men among them fail to understand the principle of using the full wheel lock when manoeuvring a car in a confined space.

Apparently this is due to two causes. The driver does not act rapidly enough with the steering to turn the road wheels right over the moment the car begins to move. Secondly, toward the end of its travel in the given direction he does not true up the wheels quickly during the last foot or so.

Hence the next operation, whether running forward or reversing, cannot be begun with the wheels in the most favourable position to enable him to get to the full opposite lock with the minimum of car travel.

THE 1928 PONTIAC.

An Interesting Description.



While the 1928 Pontiac is fundamentally unchanged it exhibits a long list of new features, including four-wheel mechanical brakes, internal front, external rear, a radically new radiator core principle, and new and very attractive body lines and colours.

In full accord with the modern trend it has a high, deep narrow radiator shell and low body lines which sweep unbrokenly from front to rear and, in keeping with these features, stylish deeply crowned fenders with beaded edges, together with lamps of new contour, a redesigned radiator ornament, and a more substantial tyre carrier of simpler lines.

The most novel feature on the new car is the horizontal-tube radiator core. While it is true that some of the earliest automobiles had horizontal tube radiators, this particular core is wholly new in principle. As shown by the illustration on this page, water from the engine enters a vertical tank at the right side of the radiator and, spreading through this tank, it flows through the finned cooling tubes to a vertical tank at the left side from whence it goes back to the engine. What is particularly novel about this core is that the radiator top tank is in communication with the left tank. Water discharging into the radiator mingles only with water and is not exposed to air as is the case in all conventional radiators; therefore evaporation is reduced and if, through adverse circumstances, the water approaches the boiling-point, it does

not pass off into the air but is condensed by the water in the right tank. While if water enters the right tank at the boiling point, it is cooled off before it reaches the left tank by passing through the horizontal cooling tubes. In other words the top tank, exposed to the air is in communication only with the relatively cool water in the left tank. Furthermore, if the owner allows the water level to fall below the top of the horizontal tubes, any steam or vapour which passes through the uncovered upper tubes will be condensed.

Other new features of the cooling system include the addition of a water thermostat and a new pump impeller design, to balance the thrust of the fan. The pump housing is Durox, a porous material, through which oil seeps from a reservoir which need be filled only two or three times a year.

The G.M.R. head (General Motors Research) adopted by Oakland last summer is now used on the Pontiac permitting an increase in compression from 4.6 to 4.9 to 1 resulting in some increase in power. One of the features of this head design is lack of engine roughness.

The engine is unchanged in its major features. Some additional power is secured by increasing the size of the intake manifold one-eighth inch, by improved vapourization through the use of a new intake manifold in which the intake riser is exhaust gas heated. The amount of heat may be

adjusted to suit the temperature. The new clutch is a single-plate design similar to that used on the Oakland. The transmission is the same as heretofore except for the addition of the Blossom coincidental lock. The lock consists of a sliding plunger in the transmission which prevents gear shifting, operated by a hardened steel wire sliding in a steel tube enclosed in flexible case-hardened armour running to the ignition switch.

The rear axle is the same as used in 1927 except the brake mechanism has been considerably strengthened; while the front axle is a new design developed in connection with the adoption of four-wheel brakes.

The steering gear is of new design, featuring a larger worm with five threads in contact with the nuts, a full, smooth, long-wearing contact area being secured by burnishing.

Interiors are nicely furnished, the features including a 17-inch, thin-rimmed steering wheel, automatic windshield wiper, rear mirror, and a handsome, indirectly lighted instrument panel on a walnut-finish instrument board, with a gasoline gauge in addition to the customary instruments, sunvisor, accessible door controls, invisible door checks.

All closed models are fitted with Fisher bodies, and all models are finished in three tones of Duco except the roadster which is done in two tones.

The local agents are Messrs. A. Lung and Co., of 19 Queen's Road.

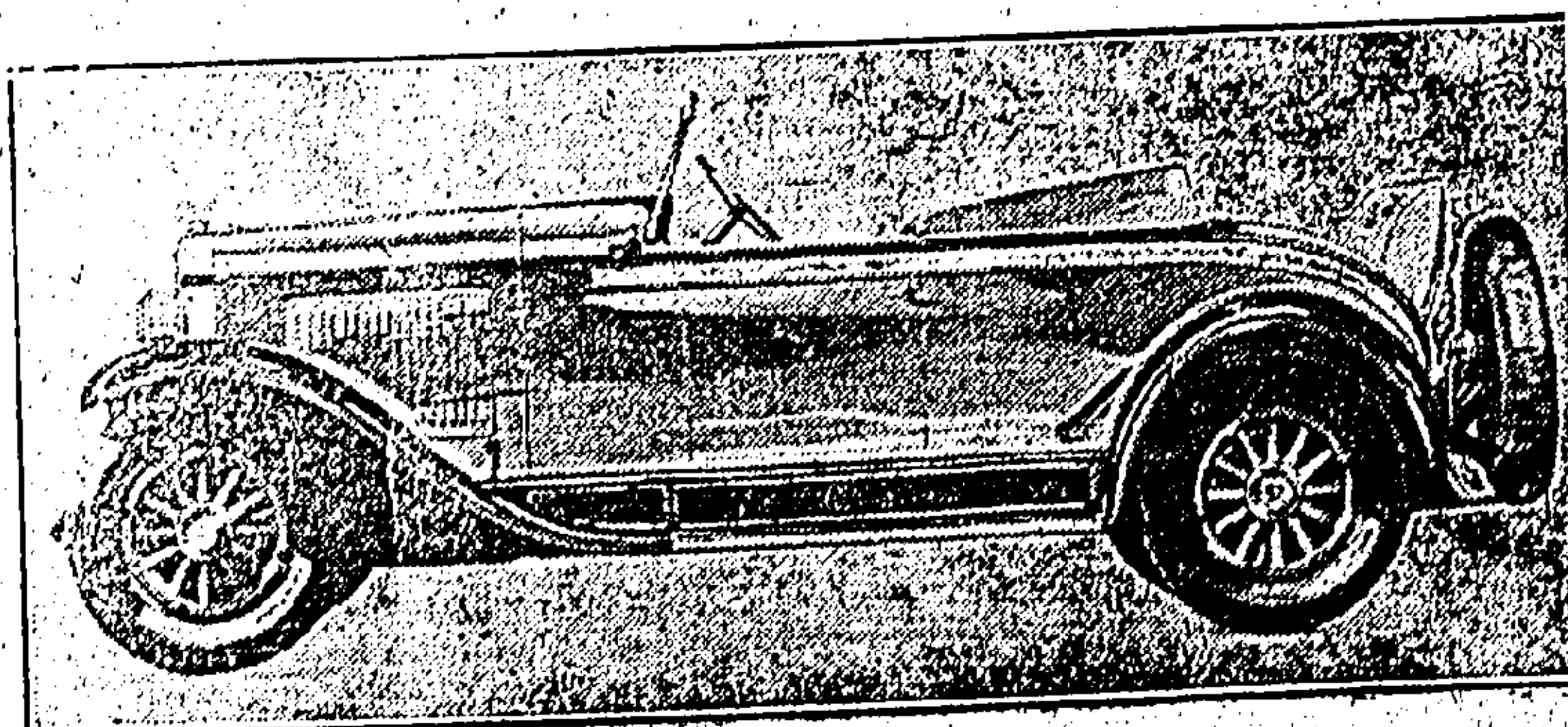
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THE CAR THAT WAS BARRED.

Triple Twin-six!



This is the prodigious racing car built by wealthy William White, of Philadelphia. In it he hoped to run away from all competitors in the international speed trials on Ormond-Daytona Beach, Fla., won by Major Campbell. The two 12-cylinder engines in the rear and one under the hood are geared direct to the power wheels. Absence of a transmission makes pushing necessary to start, and it also disqualified the entry.

On the suggestion of the Automobile Association, the Touring Club de Belgique has made representations to the Director General of Belgian Customs, which have

resulted in an increase of the custom staff at Ostend during the summer months. The object of the new arrangement is to expedite the clearance of tourists' motor cars landing at that port from Dover.

A NEW STUDEBAKER

Straight-eight
"President."

A new Studebaker President, with a straight eight motor delivering 100 horsepower for speeds up to 80 miles an hour, now heads the Studebaker line of custom cars.

In the power and superlative performance of its motor, the beauty of its body lines, and the luxury and completeness of its appointments the President is one of the outstanding cars of the new automotive year.

Announcement of the new President climaxes a year of performance achievements during which Studebaker has won every official speed and endurance record for fully equipped stock cars regardless of power or price. The new straight eight was designed and built by the same staff of engineers responsible for Studebaker's impressive series of victories during the past year. It makes its first public appearance after two years of development, work and testing in Studebaker's research engineering laboratory and Proving Ground under the direction of D. C. Roos, chief engineer (formerly chief engineer of Locomobile, Pierce Arrow and Marmon); and W. S. James, research engineer, who was formerly section chief of the U. S. Bureau of Standards.

The new President reveals no trace of radical design. Six sedans and a limousine are offered; five and seven passenger sedans; five and seven passenger State Sedans, fitted with six wire wheels and tyres and many items of de luxe equipment; and a State limousine, also with 6 wire wheels and tyres.

The familiar Studebaker radiator, somewhat narrower than before, is capped by the poised figure of Atlanta and flanked by big chromium-plated headlamps of special design. Full crown one piece mudguards have a distinctive flare in front and sweep back in a graceful curve. The two spare wire wheels of the State sedans are carried in the front mudguards. Separating bonnet and cowl is a brightly plated bead to which are attached cowl lamps that harmonize with headlamp design. All exterior bright work, including lights and bumpers, is chromium plated for greater beauty and longer wear.

Every detail of the interior treatment of The President complements the richness of design characteristic of Studebaker's custom cars. Up-

holstery fabrics are rich broadcloth or mohair in shades harmonizing with the lacquer finish of the exterior. In seating arrangement and roominess The President strikes a new note of luxurious comfort. Seats are deep and wide, and the form fitting cushions are mounted on double deck pillow springs. Arm rests and silk assist cords add further to passenger comfort.

Distinctive among the interior fittings are door panels finished in antique walnut or lacquer and embellished with etched silver medallions. Dome and corner lamps, the former automatically operated by a concealed door switch, silk curtains for rear and quarter windows are additional appointments. An attractive vanity case and a smoking set with lighter are supplied with the 7-passenger Sedans, while ash receivers are included with the 6-passenger models.

The same convenience and luxury characterize the front compartment. The fascia board finished in two-tone antique walnut is equipped with a cigar lighter, and instruments are set in a panel framed by a beading of dull silver inlaid with enamel. The instruments are grouped in rectangular frames and indirectly illuminated. They include: eight day clock, electric fuel gauge, speedometer, ammeter, oil pressure gauge and engine thermometer. The horn button and shift lever knob are onyx. Spark, throttle, and light controls are mounted on a new type flat steering wheel of walnut finish and thin grip.

The exclusive Studebaker no draft ventilating windscreen, automatic windscreen cleaner, rear vision mirror, hydraulic shock absorbers, and rear traffic signal lamp are additional items of standard equipment.

Every advanced element of safety is incorporated in the new President. Bodies are of welded steel with narrow windscreen pillars and wide windows affording full vision. The great speed of which the car is capable is always under instant control. Four wheel mechanical brakes incorporate an amplified action which multiplies even the lightest toe-touch 3-1/2 times. Five foot rear springs, hydraulic shock absorbers and the low centre of gravity of the well-balanced chassis ensure excellent roadability and easy riding at high speed.

As The President is a long car, with 131 inch wheelbase, particular care was taken to ensure easy handling and a short turning radius. A new cam and lever steering gear with 16 to 1 reduction ratio, contributes to easy handling to such an extent that The President will

undoubtedly find much favour with women drivers.

The new motor is the quiet Studebaker L-head type with bore and stroke of 3-3/8 by 4-3/8 inches. It delivers 100 brake horsepower.

Advanced design of the fully machined combustion chamber and a moderately high compression ratio give high compression performance and efficiency without making necessary the use of special fuels. The valves are slightly angled to bring the heads closer to the cylinder bore and produce a more compact combustion chamber. Petrol is supplied by a fuel pump driven by the cam shaft.

After the first 1,000 miles of operation engine oil need be changed only at 2,500 mile intervals. As on all Studebaker chassis, a magazine high pressure lubrication system is used which requires attention only every 2,500 miles.

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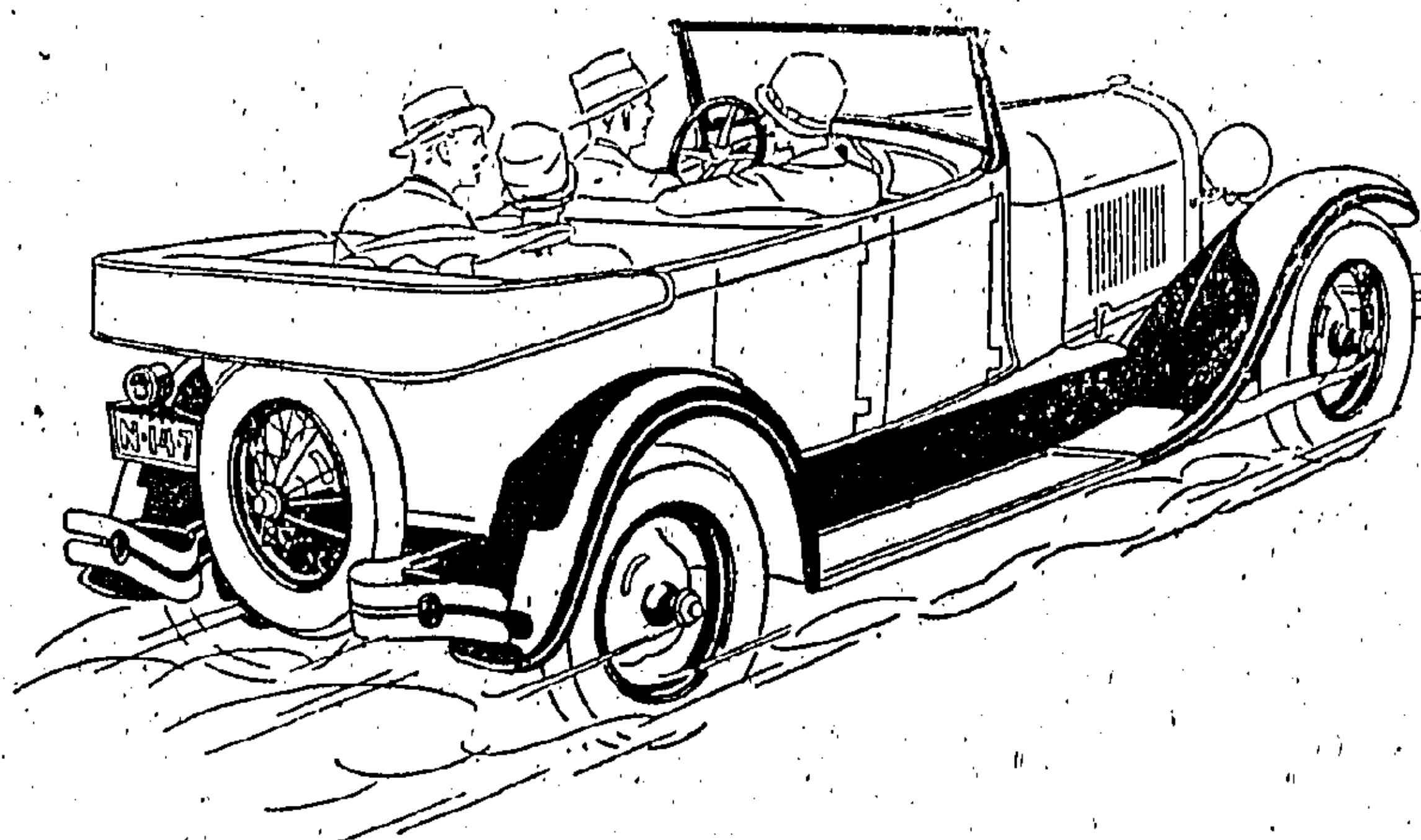
Greatest day in the history of the
automobile industry

Hundreds of orders for the New Ford car have been received since the official announcement. These, and other orders placed with us by motorists throughout the world, will keep the entire Ford plant working day and night for months to come.

Such figures are a clear and unmistakable reflection of the value that has been built into the New Ford car. It is, without question, the outstanding purchase of all time in the light-car field.

Until you see the beauty of the new Ford car—ride in it—know the thrill of driving it easily and safely through thickest traffic or step it up to sixty and sixty-five on the open road, you cannot begin to appreciate the extent of the many mechanical improvements embodied in its construction.

It is difficult to believe that so much speed, power, beauty, quiet, comfort and safety can be had at such a low price. It would be impossible if this new car were made by anyone but Ford.



NEW FORD PHAETON.

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HONGKONG.

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LIBERAL'S RETORT TO LL. G.

CANDIDATE AND SPEECH AT MANCHESTER.

UNITY POLICY FIRST.

Mr. S. Cope Morgan, the defeated Liberal candidate in the recent by-election at Northampton, has sent the following letter to Mr. Lloyd George:

1, New-square, Lincoln's Inn, 14 Feb. 1928.

The Right Hon. D. Lloyd George. Sir—I was "astounded to find that you had, "after careful thought," occupied a large portion of your Manchester speech in a personal attack upon me. I prefer the word personal to acrid, although I am not sure that both would not be applicable.

It was all the more surprising that you should publicly charge my candidature at Northampton with responsibility for the result of that election, since the last official comment I received had been a most flattering letter from Sir Herbert Samuel, who begged me to fight the seat at the General Election. It was at my special request, outlined in Northampton the then unpublished proposals of the Liberal Industrial Report.

Apart from the fact that Northampton Liberals and I financed the election, I had the valuable support of the party organisation.

"Two Charges."

You make two charges against me: First, that the battle "was fought on a programme which is associated with rather a factional organisation of the party."

Of course you refer to the Liberal Council. In the interest of unity at Northampton—a "singularly difficult place in which to achieve it"—I declined an invitation to join that body. With the same object in view, the speakers at my principal meetings, in a very short campaign were Sir Herbert Samuel and Dr. Macnamara, a member of your Coalition Government. Not without success I have done my level best to heal the division in Northampton.

Your charge that I did not fight "on the whole programme of the party" is not only unfair but untrue.

Your second charge is personal to yourself. You said: "I understand his attitude towards me is what I should call frigid. . . . He went out of his way to make it clear that he had nothing to do with me or my programme both by his speeches and his silence. . . . both by the testimonials which he circulated and by the testimonials which were absent."

How am I responsible for "testimonials" which were absent? I specially asked whether a wireless message from yourself could be obtained, but it was not forthcoming. I suppressed no single "testimonial" that I received.

I was certainly not aware that before accepting the invitation of a Liberal Association one must not only support Liberal policy, but must also proclaim a warmth of admiration for yourself and for "your policy" in so far as that is a separate entity.

I frankly admit that my enthusiasm for you is not warm, but I have in the interests of unity deliberately refrained from any criticism of you. In the absence of enthusiasm I thought that the better course.

That the course you have adopted in attacking me is calculated to prejudice that party unity which I desire, is, I think, clear from the following extract from the leading article upon your speech in the Northampton Daily Echo. "It would be idle to pretend that the speech Mr. Lloyd George made is not embarrassing to Northampton Liberals. It is embarrassing."

We have had keen divisions in Northampton, they have almost entirely been swept away. There was little sign in December and January of any party differences. Mr. Cope Morgan had the good support of all good Liberals."

I am, Yours, faithfully,
S. COPE MORGAN.

The result of the Northampton election was declared on January 10 as follows:
Lieut.-Col. C. L'Estrange
Malone (Lab) 15,173
Capt. A. G. Renton (Con) 14,618
S. Cope Morgan (Lib) 9,584
E. A. Hallwood (Ind Con) 1,093

Southampton, Feb. 2.—British pictures destined for exhibition in America are being carried to New York in the Cunard liner Antonia, which sailed from Southampton this afternoon. The pictures, numbering nearly 100, are all of paintings, and were chosen as representative of the best work of contemporary British artists. They will be exhibited for a month in the National Gallery of Art at the famous Smithsonian Institution, Washington, and it is anticipated that some of the paintings will be acquired by American galleries. The collection includes works by Sir George Clausen, Ambrose McEvoy, Laura Knight, Augustus John, Frank Brangwyn and Anning Bell.

LORD MAYOR OF PORTSMOUTH.

DOCKYARD CITY'S CLAIM.

GREATER DIGNITY.

The people of Portsmouth have a real grievance. Public opinion is becoming more and more concerned with regard to the anomaly of the designation of its civic head. Should not the chief magistrate of so important a place, with its great naval dockyard and its peculiar geographical position as one of the chief "gateways of the Empire" boast its Lord Mayor?

The claim to this greater dignity is sanctioned by the fact that so long ago as April, 1926, greatness was thrust upon Portsmouth when it was a city in its civic right.

Four months later the Prince of Wales became the first Freeman of the new city, and last October the Home Secretary, Sir William Joynson-Hicks, and his Majesty's Lieutenant of the County of Southampton, Major-General J. E. B. Seely, became the next two Freeman (the first Freeman of the town of Portsmouth received the honour back in the fifteen-hundreds). Then, too, in October, 1927, Portsmouth became a cathedral city, the Bishop (Dr. Noville Lovett) being enthroned on the 5th of that month.

Citizens' Views.

"Let our city have its Lord Mayor" is the point of view expressed by a number of prominent citizens. One of their number enumerated several important functions which the Mayor, as civic head, had been called upon to perform in the name of Portsmouth.

During the past three years alone there had come to Portsmouth representatives of the Australian Fleet, in 1924, and again in 1926; of the Italian Fleet, in 1926; and representatives of the French Fleet towards the end of last year.

Confusing on such occasions, and certainly embarrassing for visitors from abroad to be referring to Portsmouth as a city, and to its civic chief as Mayor, the designation, "My Lord Mayor" would be more usual, and would more adequately convey the responsibility of the position which for the time now rests on the shoulders of the Mayor.

From time to time there have been attempts to draw attention to the present anomaly, and to see whether something could not be done to remedy it, only for the matter to be relegated to the "great postponed."

THREE SENTENCES BY MR. MEAD.

REDUCED AT LONDON SESSIONS.

Three sentences of imprisonment passed by Mr. Mead, the Magistrate, were reduced at London Sessions.

"In our view this is exactly a case in which the Probation Act was intended to apply," said Sir Robert Wallace, K.C., when the Court, while upholding the conviction of Margaret Bade at Marlborough-street Police Court for stealing dresses from a shop where she was an assistant, reduced a sentence of four months' imprisonment passed by Mr. Mead and ordered her instead to be bound over.

"It would be a fearful thing for a woman with such a good character as she has to have it destroyed," said Sir Robert. "That is practically what it means if she is sent to prison."

The woman, it was stated, had employment to go to.

A conviction again John Christian Reid, a young Australian, who was sentenced by Mr. Mead to a month's imprisonment in the second division for being drunk in charge of a motor car, was upheld by Mr. H. W. Wilberforce and other Magistrates, but they altered the sentence to a fine of £50 and costs.

Reid was disqualified from holding a driving licence for three years. "It is a most amazing sentence," was Mr. St. John Hutchinson's comment on a sentence of two months' imprisonment, also passed by Mr. Mead, on Sydney Spector for stealing a beaver collar and two beaver cuffs, the property of his employer, Samuel Frances.

Spector, who appealed against the sentence, was given a high character, and Mr. Hutchinson said that a previous employer was ready to take him into his employ again. The Court confirmed the conviction, but reduced the sentence by binding him over under the Probation Act.

Mr. A. Duff Cooper, M.P., on his appointment as Financial Secretary at the War Office, has been made finance member of the Army Council, vice Commodore H. Douglas King, M.P., who was recently appointed Secretary for the Mines Department.

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The Very Idea!

There had been a skating accident on a loch, but a fatality had been averted by the bravery of a schoolboy who saved his chum's life.

A subscription was raised for the young hero, who was presented with a gold watch.

In making the presentation, the Provost said, "I would like George to tell us in his own words why he risked his life to save his friend."

George, clutching the watch tightly, replied in a loud voice, "He had my skates on."

When Grandma was a Flapper She dressed like Mother Hubbard;

But Grandma's Flapper daughter Dresses more like her cupboard.

A lecture on "The Possibility of Flying With Human Power Only" was given at the Y.M.C.A., Tottenham Court Road, London, by Captain Victor Divozsky in connexion with the Society of Model Aeronautical Engineers.

Captain Divozsky remarked that birds like the eagle and the albatross in soaring did not expend energy. They went up without flapping the wings. The soaring was done only through air energy. After mentioning some principles involved in the flight of an albatross, he expressed the intention of building a machine embodying all these principles and details, and he was satisfied that flight by human power only would be possible. He proposed to experiment with both flapping and vibrating wings, to decide which principle was the most efficient.

Mr. Justice Hawke (the new judge), at Lincoln Assizes: "Where is Fleetwood?—Barrister: It is on the west coast of Lancashire. Mr. Justice Hawke: Thanks. You see, I am entitled now to display judicial ignorance."

Willesden magistrate, to a young woman: "Be brave, for the sake of your husband and children.—Woman: But I have none. Magistrate: Then I hope you soon will."

Solicitor at Bow County Court: "Your landlord is a feeble old man?—Lodger: Well, I don't know; he keeps his misssus in order."

Solicitor, to a man at Kingston County Court: "I suggest that you should sell your furniture.—The wife, from the public gallery: Who is this man? Does he know that we have four children to keep."

Schoolgirl's "howler," told at a London teachers' conference:—"Queen Mary lived in the 16th century. She was not a good queen, but too much must not be expected of her, for she had five step-mothers."

An old offender, being tried before the Bench, was accused of assaulting his wife.

"Liquor?" asked the magistrate. "No," answered the prisoner gloomily, "she licked me!"

When the owner of the latest in limousines is steering his way gingerly through a traffic block, he often yawns for the days when it was not so congested, but even Ancient Rome had its traffic troubles. Characters speeding along the Appian Way practised the art of "cutting in." Many streets were narrow and crooked. The medley of pedestrians, pedlars, horses, and other means of conveyance created perplexing traffic problems. When a Roman aristocrat with his four abreast galloped down Main-street, Rome, there was a wild scurry for safety. Yet the city had its traffic cops, and had its "traffic cops." A centurion was established to prevent traffic passing through the market place. Rome started the one-way traffic scheme when it enforced, in certain thoroughfares, the rule that all vehicles should move in only one direction.

Canadians recent being told to be Imperial.—Lord Byng. "There is now scientific evidence for a spiritual world.—Sir Oliver Lodge.

We are always talking about bird sanctuaries. What we need is a sanctuary for children.—Sir Bruce Bruce-Porter.

If the great London hospitals which are equipped with medical schools were taken by the public authority this would add 8d. in £1 to the London rates.—Lord Dawson.

"Well, how is your son getting on with his medical studies?" "Very well, thank you," replied the proud mother, "he can already cure very small children."

The King has approved the appointment of Major-General J. W. O'Dowd as Colonel of The Queen's Own Royal West Kent Regiment, in succession to the late Lieutenant-General Sir Edwin A. H. Alderson.

REGISTRATION OF WATCHMEN.

MAIN FEATURES OF THE NEW ORDINANCE.

POLICE DISCIPLINE.

The *Gazette* contains the revised draft of the Ordinance to provide for the registration and regulation of watchmen. This Bill was read a first time at the meeting of the Legislative Council held on the 27th October, 1927, and read a second time at last Thursday's Council meeting. It is now published as amended in committee. The substantial alterations are as follows:

The Bill now provides for two classes of watchman, police watchmen and private watchmen. Private watchmen will not be subject to police discipline.

The clause in the Bill which prohibits watchmen from acting as money-lenders is not to apply to any private watchman who (a) was on the 1st January, 1928, registered as a money-lender, and who (b) satisfies the Captain Superintendent of Police within one month after the commencement of the Ordinance, or within such extended period as the Captain Superintendent of Police may allow in any case for any special reason, that he was actually and bona fide employed as and performing the duties of a watchman at the commencement of the Ordinance.

The police watchmen will be entitled to receive pay at a rate not below a certain minimum rate specified in the regulations, they will be paid through the Captain Superintendent of Police, they will be subject to police supervision, and they will receive a certain amount of elementary training.

All watchmen will still have to register, but each watchman will be able to make his own choice as to whether he will register as a police watchman or as a private watchman.

Accompanying the Bill are the new draft regulations. One of these omits the previous requirement that employers, in making entries in the watchman's licence book, should report on the watchman's character.

A RECENT CHINESE WILL.

ADVICE TO BE DILIGENT AND FRUGAL.

Hongkong estate to the value of \$60,000 was left by Ku Leung-shi, widow, late of 4, Sui Hang Mi, Macao, who died on August 2nd, 1926. Probate has been granted to her daughter-in-law, Ku Yung-shi, of 204 Connaught Road West, Hongkong, who is the executrix.

The will states:—"As I am advanced in age and have been ill for some months, I am afraid I cannot stay long with you. I am now more than 90 years old and can be regarded as having enjoyed the blessing of longevity. So all of you need not be pensive for my death. You must be diligent and frugal and sympathise with the difficulties with which your ancestors have built up the estate, when I shall rest with my eyes peacefully closed even after my death. In the event of my death, take and hand over to my eldest daughter-in-law, Ku Yung-shi, to take over and manage, the one house, No. 103 Connaught Road West, left by me, and you sons and grandsons should say no words to the contrary."

FORCEPS LEFT IN MAN'S BODY.

The hearing was concluded at Chester Assizes before Mr. Justice Mackinnon and a jury, of the action by Mrs. Jane Elizabeth Charlesworth, a widow of Barley Grove, Frodsham, Cheshire, against Dr. Robert Stewart Graham, hon. surgeon at Chester Royal Infirmary, and Dr. William Griffiths Love, the house surgeon, claiming damages in respect of the death of her husband, John Charlesworth, a gardener, who she alleged died as the result of the doctors' negligence when performing an operation on him in the Infirmary in November, 1926, namely, leaving a pair of forceps in his body.

The doctors' defence was that when the operation was performed Charlesworth became critically ill, and to save his life it was necessary to sew up the wound, or he would have died on the operation table. There was no time to count and check the instruments used. The forceps in the body did not cause death.

At this point counsel for Mrs. Charlesworth agreed there was no case against Dr. Love, who was dismissed from the action by the Judge, and the jury found a verdict for Dr. Graham, with costs.

MANILA ARSON CHARGE.

ARREST OF AMERICAN BUSINESS MAN.

ALLEGED ATTEMPT TO BLOW UP CAFE.

INGENUOUS SCHEME.

Manila, Mar. 13. After being detained for many hours in the secret service, Benton Nelson, 35 years old, American, and proprietor of the Manhattan Cafe, was arrested last night on a charge of arson and illegal possession of dynamite in connexion with the alleged attempt to blow up the cafe which was frustrated by Manila firemen and the city electrician shortly after 3.19 yesterday morning. Bail was fixed at Pesos 8,000.

Efforts of Attorney Agapito Concio and Mrs. L. J. Peltz to release Nelson at midnight last night failed because of the inability of Modesto E. Cullio, bondsman, to get in touch with Judge Concepcion of the court of first instance.

Mrs. L. J. Peltz, formerly Mrs. Beth Grove, reported financial backer of Mr. Nelson, called at the secret service yesterday afternoon but was not allowed to talk with Nelson.

Fire Discovered. At 3.19 a.m. yesterday, a Manila patrolman turned in a fire alarm at box No. 92 at the corner of Padre Gomez and Echague. Sta. Cruz and Tandany fire stations responded with police reserves and secret service operatives. The firemen broke through the padlocked door of the cafe on P. Gomez and ascended to the second floor where the smoke was thick.

Charles Schoendube, city electrician, and secret service operatives who went up-stairs with the firemen, discovered what was said to be three sticks of dynamite, also two mattresses, one of which was partly burned and the other saturated with petroleum; electric wires and an electric fuse, an empty petroleum can, and a bundle of newspapers soaked with oil. Damage to the contents of the cafe was placed at Pesos 20. The fire was extinguished in a few minutes.

The apparatus found by the authorities was turned over to the secret service for further examination. John Nevins, chief of the Manila secret service, and two of the fastest men who were detailed to investigate, examined the apparatus and were unanimous in stating that the scheme was ingenious. Chief Nevins was in his office until late last evening studying the case.

Skilled Scheme. Mr. Schoendube stated last night after a careful examination of the apparatus and the layout, that Nelson was incapable of doing it. Neither could one who had not worked with the railroad company or been specially trained in the use of dynamite have formed the plan, he stated.

He suspected that it might have been laid out either by an American soldier or sailor who had studied the scheme for weeks.

Mr. Schoendube described the plot as the most ingenious criminal scheme laid out in Manila in recent years. At the centre of the bed room on the second floor of the Manhattan cafe were two beds with mattresses saturated with petroleum. The floor was sprinkled with petroleum and the sides of the room were lined with twisted newspapers soaked in oil.

CANTON OFFICIAL POSITIONS.

WHO WILL ACT DURING MAR. LI'S ABSENCE.

TWO APPOINTMENTS.

It is reported from reliable sources that during the absence of Marshal Li Chai-sum, Chairman of the Southern Government, the military administration of Kwangtung and Kwangsi Provinces will be in charge of General Wang Shao-hung, who is known as one of the most staunch supporters of the "Kwangsi Clique."

Mr. Tai Chi-tau, the Chancellor of the Sun Yat-sen University, will be acting Chairman of the Canton Political Council, which post is held by Marshal Li, during the absence of his chief.

Macao Pleased.

A significant appointment by the Administration of Marshal Li Chai-sum has been the assumption of office by Mr. Mok K'ien, Delegate for Foreign Affairs at Chin Shan.

Mr. Mok has seen service in Lisbon at the Chinese Embassy there and has a knowledge of the Portuguese language, and his appointment is evidently proof of the sincere desire on the part of the Canton authorities to maintain amicable relations with Macao through the services of a representative able to come into friendly contact with the Portuguese.

A good beginning has already been made by the demolition of a number of the matchsheds built by malcontents in "No-man's Land" between the Macao Barrier Gate and Chin Shan city.

Suspended from a wall-switch fastened to a post was a cord tied to a weight. A few inches below the weight a small can containing an unknown liquid, was placed and an electric wire was fastened at its bottom. Another end of a live wire was connected with an electric plug at the centre of the ceiling and its other end was connected with three sticks of dynamite, each 12 inches long.

Complete the Circuit.

The breaking of the cord would cause the weight to fall into the can containing the liquid and would complete the circuit of the 220-volt electric current. A tall candle was found near the bed. It had been burning for almost three and a half hours, according to the city electrician. The candle blaze would have spread the fire throughout the room.

The Manhattan Cafe was bought from J. Monahan by Mr. Nelson on February 14 of this year, according to the transfer made on the license certificate issued by the city treasurer's office. Monahan acquired it from H. O. Doherty on November 3, 1927. It is understood that during this time the business was backed financially by Mrs. Beth Grove, now Mrs. Peltz, who was at the cafe daily.

On Sunday night Nelson was the last man to remain in the cafe. Guillermo Mina, bar tender, was told to leave the place at 8 o'clock in the evening, while Leonardo Contreras, waiter, was sent home at 11 p.m. Before leaving the cafe, however, all the doors were closed except the left wing of the door in the P. Gomez Street.

Nelson said that he stayed late on Sunday night to check up on the daily proceeds. "It was customary for Nelson to send his boys home early when business is dull. He further stated that he left the cafe before midnight in company with six Americans and went to Angeles, Pampanga, where he remained until 6 a.m.—*Manila Bulletin*.

GODDESS GRANTED CROWN LEASE.

GOVERNMENT SEARCH FOR MYTHICAL PERSON.

AMUSING SIDELIGHT.

It is notified that Mr. S. B. B. McElderry intends as an early date to apply to the Legislative Council of Hongkong for a bill incorporating the Secretary for Chinese Affairs.

It is explained that it is desirable in many cases that the S.C.A. should hold leasehold property on trusts of various kinds and the convenience of incorporation for this purpose is obvious.

Section 7 vests in the new corporation the leasehold properties referred to in the Schedule. The Schedule is divided into four parts. Part I comprises District Watchman stations. Part II contains the Chinese Public Dispensaries. Part III includes various temples and temple properties. Part IV consists of various miscellaneous trusts, e.g., schools.

The leasehold properties specified in the Schedule, with one exception, stand in the respective registers, either in the name of the present substantive holder of the office of Secretary for Chinese Affairs, or in that of a former substantive or acting holder of the office of Registrar General, or under the title "Secretary for Chinese Affairs" or the title "Registrar General."

It is clear in all cases that the intention was that the holder of the office for the time being should be able to deal with the legal estate, though this intention seems to have been imperfectly effected in many of the cases. "Registrar General" was until 1913 the title of the office now known as the "Secretary for Chinese Affairs."

The one exception referred to is S.L.L. 142. This is the site of a temple at Shaukiwan. The crown lease, which is for 999 years, was issued in 1877 in the name of Lam Ah Nung. A long search for Lam Ah Nung resulted in the discovery that there never was any such person as Lam Ah Nung and that the name was only put forward by the villagers to represent the goddess of the temple.

The vesting is in every case made subject to the trusts on which the respective properties shall have been held immediately before the commencement of the Ordinance.

REAL OLD BLACKWOOD.

ON SALE AT LANE, CRAWFORD'S.

A very fine collection of real old Canton blackwood furniture is now on sale in the Furnishing Department of Messrs. Lane, Crawford, Ltd., this having been secured through special channels that ensure the genuineness and value of all pieces offered.

Outstanding among the pieces at present on show is an old-fashioned blackwood bed, with beautifully typical Chinese work of art that has only to be seen to be admired. There are also sideboards, carved cabinets, joss tables, some delicately fashioned firecreens, old lanterns and many other pieces that readily ought to attract buyers.

We understand that further lots are expected.

HOW MUCH DO YOU KNOW?

TO-DAY'S QUESTIONS.

The following general knowledge paper has been taken from the *Daily Express*.

Answers, for those who need them, will be found on Page 16 of this issue.

- 1 Name the largest coral reef in the world. Where is it? How long? What investigations are to be made there this year?
- 2 How far has Mr. Amery travelled on his Empire tour?
- 3 Give the next line after: "I could not love thee, dear, so much."
- 4 What is the estimated average rise in temperature in descending into the interior of the earth?
- 5 When was the Legion of Honour instituted? By whom? Who is its grand master?
- 6 Who were the following: Richard Crookback; Edward the Peacemaker; Edward Longshanks; Farmer George?
- 7 What English poet, in what poem, told the story of a maiden who married and afterwards deserted a hero of the Sea? What was the maiden's name?
- 8 Where do historians usually mark the dividing lines between ancient, medieval, and modern history?
- 9 What, in English law, is legal tender?
- 10 Who are the Kanakas?
- 11 Name the most celebrated French writer of fables. When did he live?
- 12 What is a litre?

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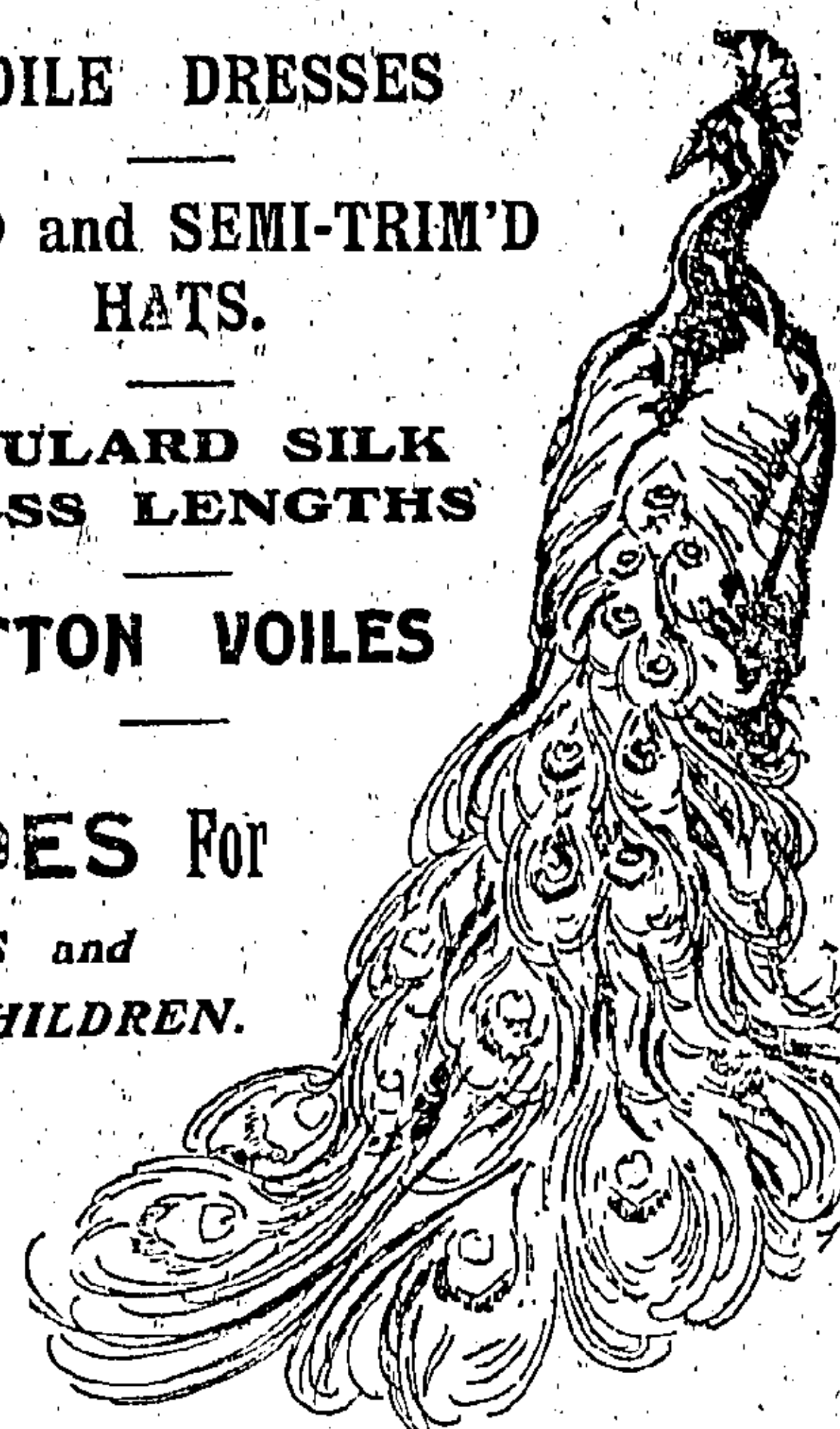
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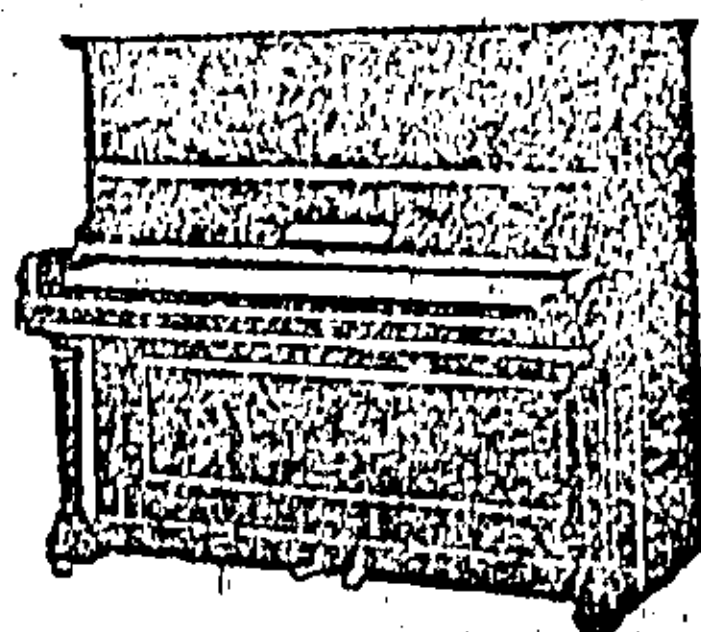
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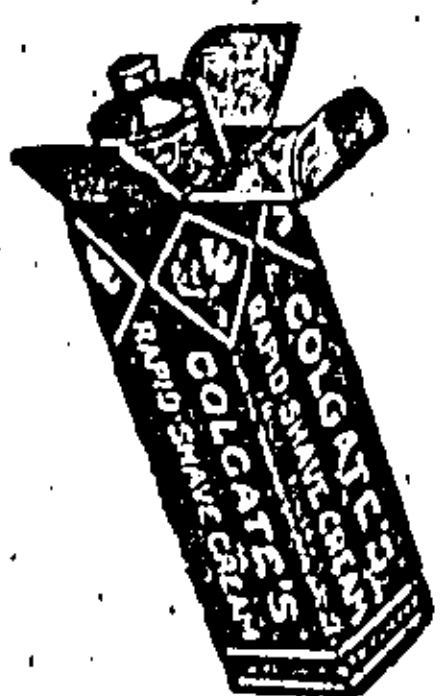
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RACE MEETING.

SELECTIONS FOR TO-DAY.

(By "Rambler.")

There are eight events on the card at Happy Valley to-day, and, judging by the look of the handicaps, some very close finishes should result.

The absence of Peg and Pickle should be noticed; meanwhile the ponies competing should give a very good account of themselves. My selections are as follows:

1st. Race.

1. Horsford
2. Fair Eyes
3. Erstwhile

2nd. Race.

1. Kam Tong Hall
2. Festive Eye
3. Sunning

3rd. Race.

1. San Francisco
2. New Year's Eve
3. Duke of Vernon

4th. Race.

1. Bengal
2. San Diego
3. Warlordship

5th. Race.

1. Easter Day
2. Wine Boy
3. Brown Jug

6th. Race.

1. Coos Bay
2. Winsome Stag
3. Boukra

7th. Race.

1. Bright Prospect
2. Mowgli
3. Dobbin

8th. Race.

1. Boxing Eve
2. Blackstone Hall
3. Chermal

LOCAL FOOTBALL.

NAVY V. SACRED HEART COLLEGE.

The Sacred Heart College past and present pupils will play a combined Naval team on the J.K.F. Club Ground to-morrow (Sunday) at 3 p.m. The following players will be the teams:

Sacred Heart—Fau Ka-ping; Li Tin-sang; Wong Shui-woo; Leong Wing-chiu; Leong Wing-tak; K. Y. Yung; Lai Tin-chol; Ip Pak-wai; King-cheong; Suen Kam-shun; and Lau Mau.

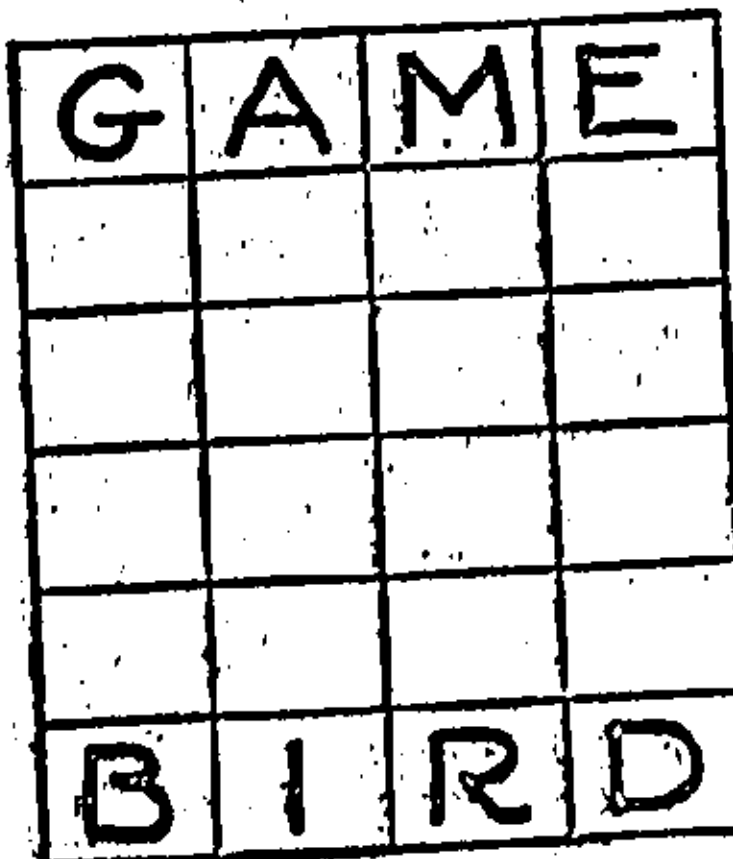
The Navy—Tomkins (Term); Willis (Cumberland); Baker, Capt. (Titanic); Archer (Tamar); Shuner (Cumberland); Newton (Sterling); Jones (Peterel); Kernick (Titanic); Northey (Ambrose); Leonard (Carlisle); Cobb (Cumberland).

LOCAL HOCKEY.

The following will represent the Hongkong Hockey Club 1st XI in their match against the Queen's Regiment at 6.15 p.m. on Wednesday, on the U.S.F.C. ground:—W. J. Lockhart Smith; J. E. Henry; D. Lyon; A. A. Dand (capt.); E. J. R. Mitchell; L. M. S. Lloyd; G. B. Slipper; F. G. Wheeler; E. D. Lawrence; W. Woodward and G. P. Lampert.

LETTER GOLF.

If your shooting is good you may be able to bag this one in less than five shots. Five is par, however, in going from GAME to BIRD.



1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW TO HEN, in three strokes, COW, HOW, HEN, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.

One solution is printed on another page.

HONGKONG VOLUNTEER DEFENCE CORPS OFFICERS.

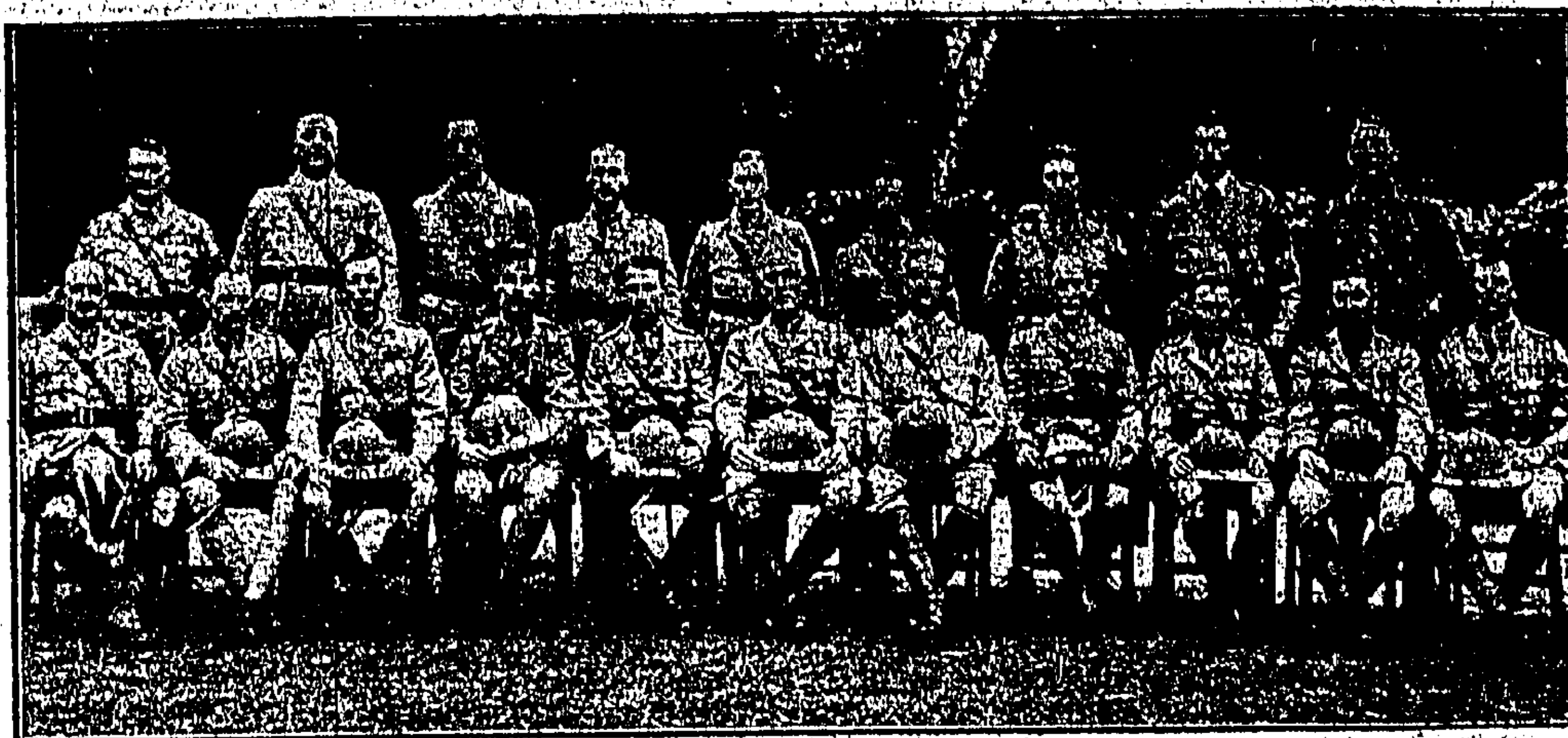


Photo shows the officers of the Hongkong Volunteer Defence Corps. The Commandant, Lieut.-Col. L. G. Bird, is seen seated in the centre, with the Adjutant, Major R. A. Wolfe Murray, on his right. (Photo: Ming Yuen).

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1250 b.
Chartered Bank, £212 b.
Mercantile A. & B., £332 n.
F. and O. \$94 n.
East Asia, \$724 b.

Insurances.

Canton Ins., \$675 b.
Union Ins., \$332 b.
North China, Ins., Tls. 143 n.
Yangtze Ins., \$464 b.
China Underwriters, \$2.65 b.
China Fire, \$215 n.
H. K. Fire Ins., \$750 b.

Shipping.

Douglases, \$41 s.
H. K. Steamboats, \$30 na.
H. K. Tugs, \$2.50 s.
Indo-Chinas, (Def.) \$454 b.
Shell Trans., 90/- n.
Union Waterboats, \$204 n.

Mining.

Benguets, \$2.35 n.
Kallans, 66/- n.
Lampkats, Tls. \$16 n.
Shai Exploration, Tls. 2.75 b.
Rauhs, \$44 b.
Tronohs, 17/6 b.

Docks, etc.

Kowloon Wharves, \$141 b.
Whampoa Docks, \$484 n.
China Providents, \$6.40 s.
Hongkows, Tls. 164 b.
New Engineerings, Tls. 4.80 s.
Shanghai Docks, Tls. 101 b.

Cottons.

Ewo Cottons, Tls. 3.85 s.
Orientals, Tls. 2. b.
Shai Cottons, Tls. 60 (old) b.

Lands, Hotels, etc.

H. and S. Hotels, \$104 s.
H. K. Lands, \$672 b.
Shai Lands, Tls. \$131 b.
Humphreys, \$15 b.
Realities, \$8 b.
Territorials, \$11 n.

Public Utilities.

Tramways, \$264 s.
Peak Trams, (old) \$124 b.
Star Ferries, \$644 n.
China Lights, (Comb.) \$18 b.
H'kong Electric, \$712 sa.
Macao Electric, \$21 b.
Telephones \$4.85 b.
China Buses, Tls. 62 n.
Singapore Traction, 11/9 b.

Industrials.

China Sugars, \$133 b.
Malabons, \$27 n.
Canton Icos, \$4 b.
Comments (Comb.) \$12.10 s.
Ropes (Old) \$9.40 s.
United Asbestos \$10 s.

Stores &c.

Dairy Farms, \$214 b.
Watsons, \$144 b.
Der A. Wing, \$1 s.
Lane Crawford, \$3.65 b.
Mackintosh, \$22 s.
Sinceres, \$10 b.
Wm. Powells, \$5 n.

Miscellaneous.

Amusements, \$294 b.
Constructions, \$11 n.
B'quo Ind. G. Bonds, 60% b.
H. K. G. Loan, 6% Prom.

A man named Beller, who had bought some property near Rhelms before the war for 40,000 francs and had claimed for war damages 1,111,198 francs, has been sentenced to 18 months' imprisonment, a fine of 5,000 francs (\$40), and the restitution of 600,000 francs (\$4,000) to the State.

Full military honours were accorded at the funeral at Worthing of Sergeant J. Keyes, Mutiny veteran, aged 98.

FROTH BLOWER PIPES.

CHANCERY JUDGE ASKS IF HE CAN BUY ONE.

Ye Ancient Order of Froth Blowers, Limited, were the plaintiffs in a motion against Delacour Brothers, Limited, of Salisbury, road, Kilburn, which came before Mr. Justice Russell in the Chancery Division.

The claim was for an injunction restraining the defendants from selling pipes stamped with the words "Froth Blower."

Mr. J. Ricardo, for the Order, said it was founded in 1924 by Mr. Bert Temple with the object of helping waifs and strays' charities. The Order had grown so rapidly that to-day there were 630,000 members, while £70,000 had been accumulated for charitable purposes.

Mr. Justice Russell—Are there women members?

Mr. Ricardo—Yes, my Lord. But they are not "Froth Blowers." They are "Fairy Belles." He add-

ed that only one firm was authorised to make and sell pipes bearing the words "Froth Blowers," but they were sold in shops everywhere.

Mr. Justice Russell—Can I buy one even if I am not a member?

Mr. Ricardo—Oh, yes, my Lord. We should be delighted.

The defendants, he said, had sold pipes bearing the words "Froth Blowers" without authority from the Order.

Mr. Bray, for the defendants, said they adopted the word in dispute before the Order came into existence. He described the action as grotesque.

Mr. Justice Russell asked, if Mr. Bray would give an undertaking without prejudice to keep an account of the sale of the defendants' pipes bearing the word or words in dispute pending the trial. Mr. Bray said he would do so.

Mr. Justice Russell thereupon said the undertaking would be without prejudice to any question, and he added that in his mind there was grave doubt whether the plaintiffs had any cause of action at all.

A TRIBUTE TO ENGLAND.

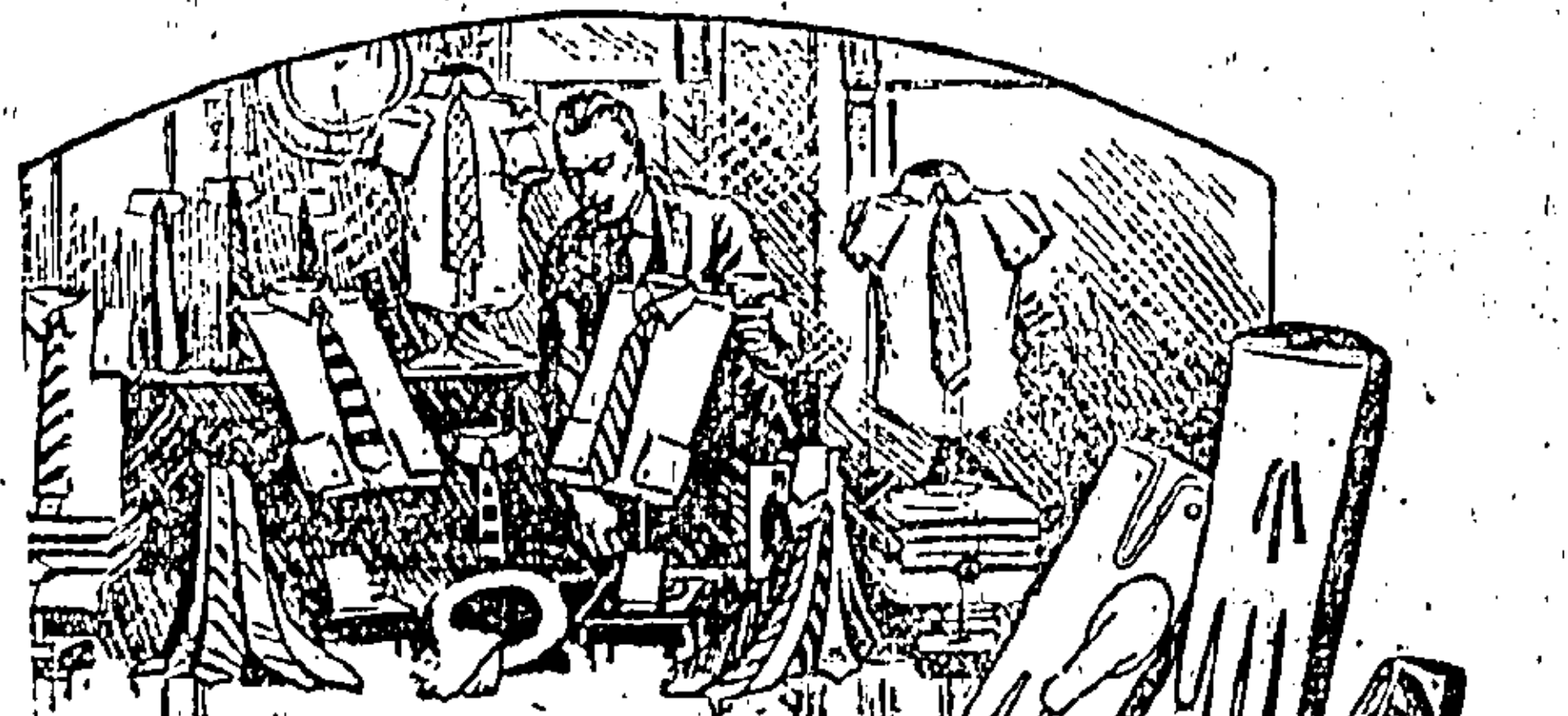
PRINCE CHICHIBU RECALLS THE GENERAL STRIKE.

Tokyo, Feb. 16. Speaking at a dinner of the British Society, of which he has become the patron, Prince Chichibu referred to the happy time he spent in Great Britain while he was in residence at Oxford. "What struck me most," he said, "during my sojourn in England, was the general strike in 1926. It was with profound admiration that I watched the attitude of the Government, the general public, and the workers during the hour of trial."

"All that I saw in England at work or play, led me to the belief that there was considerable affinity between our two islands, and people, a thought which leads to the wish that the North Sea were not so far from the Pacific."

According to recent estimates every third person in the United States works for a living.

WHITEAWAYS.



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The Newest and Finest
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Our Spring Ranges of
SHIRTS, PYJAMAS, SOCKS,
are better than ever. No matter
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Plain Merced Poplin Shirts,
including two Collars to match.
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Plain and Striped Merced Poplin
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of Beautiful Colourings.

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Socks to suit all tastes
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Fresh stocks constantly arriving.
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ELITE STYLES



for —
DAINTY HATS
LOVELY HAND-BAGS
NOVEL FANCY GOODS

A. P. C. Building

TWO BEAUTIFUL DOLLS.



In her leisure moments, the beautiful dancer, Hona Karolevna, who has been fascinating Paris crowds, plays with her latest doll.

PSYCHOLOGY OF
CLOTHES.IS WOMAN'S FREEDOM
WANING?

Are there signs, slight but unmistakable, that woman's freedom is waning? Certainly there is a sinister portent in the world of fashion to-day; the skirt is quite definitely becoming longer.

One can hear the chorus from a thousand throats—"And a jolly good job too!" And many women, still reeling from the shocks of the knee-revealing past, relieved from visions of a still franker future, would be inclined to echo it, did they not see the significance that lies behind the fact. For those of us who can look back along twenty years or so, know that the increase in women's freedom has kept pace with the decrease in her clothing. And the reverse may very well be in process of happening.

The pioneers of women's sports endured martyrdom in their efforts at the same time to play games with reasonable skill and to preserve their womanly honour. It is unbelievable to the very young that their mothers in the early days of bicycling should have been insulted, and abused, for the awful crime of which they were guilty—the crime of "showing their legs." Women patterned about tennis courts, staggered round golf links, enveloped in clothes and modesty.

Then gradually they began to adapt themselves to the new conditions. The younger ones boldly chopped an inch or two off their skirts, and rolled up their sleeves to the elbow; and possessing sufficient attractions to carry off such innovations, they were smiled upon indulgently, and followed later by their less attractive and more timid elders. And the more they discarded, the more proficient they grew, and the bolder in claiming the liberty to choose for themselves what they could and could not do.

And so it went on, the movement spreading from the fields of sport to the whole of life, until we reach the young girl of to-day.

And now appears the first sign of a change in the trend of things. The outcome will be waited with interest by those who study the psychology of clothes, with trepidation

Jewelled Shoes.

Just now, evening shoes are decorated on very elaborate lines. The most fashionable are of black satin, worked with crystal beads. One cannot help also admiring deep blue kid shoes which are finely embroidered with silver threads, and edged with silver. Rose-pink kid shoes sparkle with ruby beads, and, of course, there are glistening buckles, buttons and paste embroidery to trim shoes of every colour. Trimmings may be "quiet" on shoes for day wear, but they are strikingly elaborate in the evening.



A new season's model in soft pliable felt of green, combined with green-blue silk to tone.

tion by those who realise the insidious creeping up of restrictions. Will woman, unheeding, allow herself to be muffled, inch by inch, fold by fold, gradually and gently, till at last her body confined, her ankles bound in frills and laces, chiffons and silks, she is placed—awake at last, perhaps, and vainly protesting—on the narrow shelf she has barely left, called woman's sphere?

Or is she strong enough now to play with fashion as she pleases; to be no longer its slave but its master; to say "Thus far and no farther towards my ankles shall thou go?"

From Paris and London, from Rome and New York from all the fashion centres of the world, we wait the answer.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Feb. 2. Madeleine has sketched for you a very smart housedress, the model of which was in thick green crepe, trimmed with green and fawn check. Skirts may become longer as the season advances, but at the moment, you will see, from the sketch, that they continue very short. This skirt is smartly pleated at the side to allow for plenty of movement and I hope you will like the cute little collar arrangement which I personally consider very smart. It may look to you as if it were an ordinary dog-collar of the check, but as a matter of fact it starts from the two side flaps and thus tightens them up from the back, as it were, giving a rather novel appearance.

Vanity Street.

I have been looking at the new season's hats with rather more than ordinary enthusiasm because I have been choosing one for myself. At the smartest milliners one can take one's choice between tight-fitting little pudding-basin hats, some with ear-flaps and some without, and hats with a soft brim such as the one here portrayed. This particular one consists of silk and very soft pliable felt of the kind so popular for little hats at the moment. In this case the felt was green and the silk a peculiar green-blue which toned in effectively. I had to take my choice from a bewildering array of these soft felts, all looking very much alike, until on the head, and then each one had a different "line" and each "line" seemed more alluring than the last. Women should look very nice for the next few months, because the order of the day seems to be to suit one's face at all costs. As we have found out long since, these little hats are only little in size, the cost, if anything, being in inverse ratio! This is another trial for our sex, because those of us who have a lord and master to placate on the subject of excessive dress allowance find it very hard to convince him that such modest and unassuming hats run away with pounds. We have also pictured a little house, or

bridge coat. It is of green crepe de chine, edged with black or gold lame and embroidered in a Chinese design.

The Street of Adventure.

I mentioned Mr. McKenna's book, "The Unburied Dead" (Thornton Butterworth) to you last week, as one of the trio which I had on hand. The title is a bit alarming, not to say slightly unsavoury, but it really refers to that section of society which lives in baronial halls, whether there is money to keep these halls going or not, which puts its eldest son in the Guards and the second in the Navy, and just waits for the money to come into the family in the shape of a rich bride or bride-



groom. But even this is not so simple as it seems, because the "unburied dead" do not take these moneyed intruders to their hearts without a considerable amount of fuss and condescension. (Probably they expect Providence to look after the family fortunes in the meantime!) This, then, explains the title. For the rest, we have a typical McKenna heroine; very fascinating and somewhat intangible. In this instance, however, not only is the lady intangible, but the source of her income is intangible, the best explanation of it being that she acts as a kind of broker between the people with money and social aspirations and the "unburied dead." Such a source of income is understandable to a certain extent, but I felt that Mr. McKenna's heroine

"got away" with it with more than ordinary luck. By the way, I have spoken of the "heroine," but I am not quite sure which lady should bear this title, because after the financial wizard has passed on, we have a very charming love affair—quite the best thing in the book, to my mind—and conventionally speaking, the girl who participates in that should be the heroine, I suppose. However, read it and decide for yourselves! There are all kinds of heroines.

Is That So?

This week our picture is of a popular actress of some fourteen or fifteen years ago and a popular Society woman of to-day—Miss Violet Lorraine, in private life Mrs. Jolery. Everyone will remember her success in "The Bing Boys," the musical play in which George Robey appeared, and which was seen by practically every soldier home on leave during the War. When she married, Miss Lorraine definitely gave up the stage, and from what I know of her, I should be very surprised if, like some of the others who give it up, she is eventually persuaded to return. She is always ready to give a "turn" at any impromptu theatrical function, and a friend of mine told me that her masterly handling of some stories at the farewell supper, given by Anthony Prinsep prior to his tour abroad with Margaret Bannerman, was a lesson to some of those who might relatively be called "moderns."

A link between the theatre and Society was formed last week when Miss Josephine Strangman—who made a lovely bride—married Mr. K. E. Lee Guinness, because the bridegroom is a son of Lady Henrietta Guinness, while the bride is a sister of Mrs. Robert Lorraine, whose famous husband is now at war with the Swedish Minister over his translation of Strindberg's play, "The Dance of Death." Mrs. Lorraine and Mrs. Guinness are daughters of Sir Thomas Strangman, at one time Advocate General of Bombay.

RETURN OF THE SQUARE NECK-LINE.



Necklines and shoulder straps feature spring evening styles. At the left, an import of shaded red bugles, with square neckline and narrow straps, the left embellished with two roses; at right, a shot moire gown in brown, the neckline stepped down under the arms to a lowered back, and the side draped diagonally.

Ribbon Vagaries.

One never knows quite what to expect by the description "a trimming of ribbon." The ribbon may be a length of narrow crepe de Chine of a pale colour, showing a contrasting colour on the other side, or it may be heavy broche, eighteen inches wide. Wider ribbons seen, are of attractive taffetas patterned with shadow-flowers, others are patterned with plaids in such tasteful colours as a medley of browns, or soft pinks and reds. A silver and blue broche ribbon was prettily edged with black, and corded ribbon showed lines of three or four different colours.

SPRINGS GOWNS.

SHOULDER STRAPS AGAIN IN
VOGUE.

The wider neck for daytime styles is now established. The newest thing in evening is the square, bodice neck. It has been fully a decade since this simple, pleasing answer to the neckline question has had such wide approval.

Of course the shoulder strap style of gown allows much ingenuity in the way of decoration on these straps. They may be of different materials on different sides, they may be jewelled threads, or they may be flowers to give a lively touch to a sombre frock.

Neckline Simplicity.

To-day are shown two spring evening gowns that by their severe simplicity of neckline attain a dignity and formal beauty that is tremendously smart.

First is a smart gown for the woman with a full figure, that exploits the square bodice neck to advantage. This gown is of shaded red bugles running from a light tone almost to black. Red chiffon edges the top of the bodice to give it softness and on the left shoulder strap, two beautiful shaded roses in red chiffon add their airy and colourful beauty.

Side Concentration.

This gown's fullness is concentrated on the sides which feature a hip-yoke effect, with gathers above and below.

For the slender young girl the square neckline and straps are cut in one on the moire side drape frock. This gown is new in many ways. First of all it introduces a new colour for evening—brown.

Its material is shot moire and the gold glints from the watered pattern liven the brown delightfully.

Stepped Downward.

In the second place its cut is new. The square neckline steps down neatly under the arms and in the back steps down another notch to form a square but lower rear décolletage.

In addition to these style points this gown tries out successfully a new side drape that runs diagonally from the centre front to the centre back. From its bustle drapes the ends hang in uneven chic.

The only ornament this gown allows itself is one single flower in browns and gold on the right.

THIS WEEK'S RECIPE.

SOMETHING FOR THE
INVALID.

Beat a breakfastful of sugar and three ounces of butter to a smooth cream; sift in a breakfastful of flour and add slowly two or three well-beaten eggs. Then add a gill of milk and beat all the mixture together for three or four minutes. Get ready a mould by greasing it well with butter, then take a few preserved fruits and stick these to the bottom and sides of the moulds (if you have no fruits handy, a little chopped candied peel will do) and pour the mixture into the mould, taking great care not to disturb the fruits. Steam the pudding for two hours and serve with thin custard or any sweet you fancy.

THE MODERN HOUSE.

Enamelled trays have returned to fashion but they are frankly "modern" with bright daubs of paint, or they are conventional, with heavy tracing in gold. Indian red is an extremely popular colour. Enamelled letter racks and writing desk trays, beautified with paintings, are quite the newest thing.

Novelties in lampshades and stands continue to appear. Shades are on the large side and rectangular in shape.

People who pay serious attention to the beauty of their books are returning to the old gilt traced bindings in preference to those of modern design.

New china statues of baby girls with all their natural grace and chubbiness are a change from the exotic nymphs performing impossible dances.

Sets of circular oil paintings, none of them more than a foot in diameter, are a new craze. Conventional bunches of fruit and flowers are treated to a process which gives them the appearance of genuine old masters. In price

A NEW NOTE.



A smart house dress in thick green crepe, trimmed with green and fawn check. The skirt is smartly pleated at the side to allow for movement.

they are nothing like as ruinous as the real thing would be, but, nevertheless, they are expensive enough set in narrow embossed dull gold frames.

MARCASITE PINS.

THE NEW SPRING FABRICS.

Marcasite pins, in the more conservative shapes and sizes, achieved such popularity last season that Paris has thought well enough of them to develop a new series in styles for wear with the new spring frocks. Flowers and berries are the chosen mediums in spray effects and elongated shapes, to replace doubtless, the bar-pin, and there are upstanding, spike-like pins, for wear on the little close fitting hats. The natural contour of the leaves, petals, stems and branches, are brought out even to the minutest detail of tiny shoots and buds.

Occasionally a touch of colour is introduced by a tiny pearl here or there used as a flower centre, or again, to help outline a very large spray of blossoms.

In the handling of fabrics there is a great diversity. Many of the most elegant frocks of figured material have bands of plain material used as a border or a part of the design.

A few uncommonly attractive costumes, had this idea carried out in cloth on tulle, or satin or taffetas on crepe.

Some charming effects are produced by the skillful use of two sides of crepe-satin.

A novelty that has just flashed across the fashion picture is the modernistic pattern. It is introduced in deep points, curves and angles, made of plain material on figured frocks, and in gay colours, assembled in bizarre fashion on a dark background.

Lacquer Loveliness.

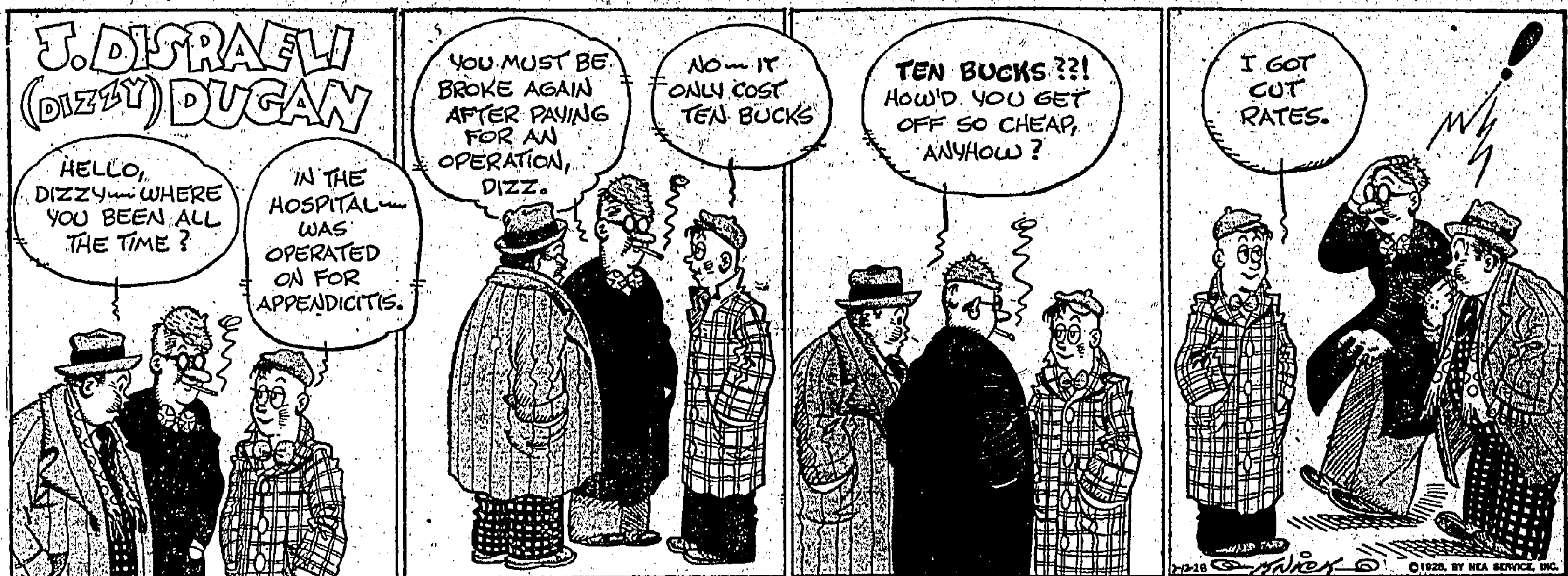
There is sure to be a good sale for the telephone-book covers of lacquered vellum in pale coloured Chinese designs, which a London firm has just manufactured, if one is of a consistent nature, one will purchase at the same time, a beautiful table lamp whose shade matches the cover, and which stands on an elegant lacquer stem.



A little house coat of green crepe de chine, edged with black or gold lame and embroidered in a Chinese design.

Painted Door Plates.

A new type of finger plate for doors is becoming surprisingly popular. It is painted with the daintiest of designs, or treated in a way that suggests an elaborate painting but isn't! For instance, on one door plate at a recent handicrafts exhibition, there was a black outline of a quaint bird perched among the branches of a tree. The bird was shaded grey silk, and its eyes defined by two flery dots. A piece of shaded silk of crimson and yellow represented the sunset, with another of sky blue, above it, and a piece of shot green silk behind the trees. This was all cleverly glazed over and made a pretty picture.

**SALESMAN SAM**

By Small



WHITEWAYS FOR STANDARD VALUES

THE METAL BOX

By THOMAS COBB.

(Author of "False Pretences," "Mrs. Pomeroy's Reputation," etc.)

CHAPTER XVII.

Theresa's Petition.

Theresa left Cliff Street with flaming cheeks. Everard had certainly given her a fresh insight into his character, but despicable as she considered him, it surely did not follow that he was guilty of murder. The only excuse she could find for his treatment of herself was that he was panic-stricken at the prospect of the setting to work of the police. There was obviously something which he was keeping in the background, and if he was innocent, he must be conscious of a grave liability to suspicion.

What should she do? To return to the hotel and stay there without doing anything, seemed impossible in his present excited condition. She intended to wash her hands of Everard Parkinson, but it was not her nature to desert even an enemy in peril.

On reaching the "Capital" she ordered afternoon tea and lighted a cigarette, wondering whether Foster had already gone to Scotland Yard. If not, was Everard right in suggesting that she had enough influence to prevent him? Should she be likely to catch him at Upper Baker Street, provided she could bring herself to go to his rooms?

It was half past five when she set forth again, after changing her mind several times, and on ringing the bell, was disappointed to hear from Mrs. Hutchings that Dr. Markwell was not at home.

"What time do you expect him?" she asked.

"He might be back any minute," was the answer. "And he's almost certain to come home and change before dinner."

Theresa was on the point of turning away, when she saw him crossing the road from the Underground station.

"No wonder you look surprised!" she exclaimed. "But I—I want to speak to you very particularly."

"Suppose you come upstairs," he suggested, leading the way to his sitting-room, and in spite of her preoccupation with more vital matters, she looked curiously round it. A good fire was burning. A few copies of the British Medical Journal lay on a chair, and on the mantelpiece a collection of pipes. She saw him hastily kick a pair of slippers under the sofa.

"Won't you take off your coat?" he said, but she shook her head.

"I guess I'll unbutton it," she answered, and added excitedly, "Dr. Markwell, you haven't been at Scotland Yard yet?"

"Not yet."

"Thank goodness! I have seen Everard Parkinson," she continued. "I went to Cliff Street. He owned up about the insurance and insisted that if once you told the police, I should be involved as well. He threatened that you would—would make me appear as bad as himself."

"That," said Foster gravely, "is why I've lain low so long. That's why I haven't seen Inspector Pow to-day. Yet, I feel in spite of everything, I shall be bound to see him."

"I have put my own personal reason first," she cried, "because I naturally am concerned for myself. I shudder at the notion of what I did being made public, now I know Everard's real object. No one will believe I didn't know from the beginning. But that isn't my only reason. Since I've seen him to-day, I can't make up my mind."

"Whether it was Parkinson who murdered my aunt or not," said Foster.

"Oh, it isn't possible," she insisted. "Yet he was terribly upset. He protests that he knows nothing about Miss Croom's death, that he only entered her house once. That was on the Monday."

"You don't believe him?"

"I can't feel certain. He is keeping something back. Something he thinks would incriminate him. He entreated me to see you to-day, Dr. Markwell. I have done with Everard. I will never speak to him again of my own free will, but I can't leave him in the lurch. He insists that he will find himself in a tight place if you go to Scotland Yard. I have no right to ask you to do anything to please me, but if only you could see your way to let things rest as they are. If Everard's guilty you naturally wish him to be punished. Still, I wish you would let him go his own way. It's true I can't leave myself out of it. I realise I'm asking this favour partly for my own sake."

"That's why I'm going to let you have your way," he answered.

"You won't go to the police!" she murmured.

"I shall do nothing. I shall simply stand aside, and let Parkinson simmer in his own juice."

"What—what about Miss Ralton?" suggested Theresa.

"I will ring her up this evening. I don't know exactly what time she gets home. But I'll look up her number and telephone before dinner."

"Oh, thank you, thank you," cried Theresa, holding out her hand. He thought she looked more entrancing than ever as she stood, her cheeks faintly flushed, her eyes shining, re-buttoning her musquash coat. "Uncle Elias would never have forgiven me," she said, as Foster opened the door.

But after he had put her into a taxi, came upstairs again and lighted a pipe, he began to feel a little guilty. He had almost made up his mind to see Detective Inspector Pow after leaving Theresa that morning, but when it came to the pinch, he shrank from the inevitable unpleasantness which would fall upon her. Better that his aunt's murderer should go scot free, than that Theresa should be publicly associated with that outsider! Not that he even yet felt perfectly convinced of Parkinson's guilt, but rather that the case ought to be thoroughly investigated, and there might be trouble in dealing with Monica Ralton, whom he ought to ring up at her residential club. As he was thinking of fetching the Telephone Directory, however, Mrs. Hutchings ushered her into the room.

"Good evening, Dr. Markwell," she said, with a tight grip on her attache case. He thought that for once she looked almost nervous.

"I always like to be straight forward. I knew you wouldn't be pleased, but I thought it my duty to go to Scotland Yard this afternoon."

"Good Lord," Foster blurted out, "why in the world couldn't you mind your own business?"

"I considered it was my business," she retorted. "Miss Croom was very good to me. When I was in trouble after my father's death, she invited me to stay with her, though she hated to have her ways upset. I was there four months, and might have stayed for ever as far as she was concerned, only I couldn't take advantage of her any longer. I couldn't be ungrateful enough to keep silent when I felt certain I knew who had killed her, I thought I ought to tell you."

"Monica added, 'and I expect you'll have a visit from Inspector Pow in the morning.'"

Having done her duty, she had no wish to prolong the interview, nor on reflection could Foster blame her very severely.

"Damn!" he muttered as soon as he was alone, and that seemed to sum it up.

A quarter of an hour later, he made his way through the rain which was beginning to fall, to a small restaurant in Baker Street, and during the meal, realised that Theresa must be warned. Should he telephone?—perhaps that would be injudicious in the circumstances; he would go to

Northumberland Avenue after dinner.

In the vestibule he saw Elias Reversham with an unlighted cigar between his teeth, leaning back in a chair, in conversation with a man, whom he introduced as "Mr. Van Camper."

Theresa was in her room. She had complained of headache, and Foster felt afraid he was likely to make it worse. Mr. Reversham sent up a message, and five minutes later she stepped out of the lift.

Disregarding appearances, Foster went to meet her, walking by her side as far from Mr. Reversham as the dimensions of the hotel permitted.

"You haven't come," she murmured, "to say you have changed your mind?"

"Miss Ralton has been misguided enough to take the wind out of my sails," he explained. "She saw Inspector Pow this afternoon."

Theresa shrugged her shoulders with a sigh.

"Oh well, there's no help for it," she said. "I shall have to face the music, whether I like it or not. Was Miss Ralton in a position to enter into all the details?"

"I'm afraid she was."

"About my own deplorable part?"

"Unfortunately I told her before I learnt the truth about you," Foster admitted.

"Am I likely to have a visitation from the police?" asked Theresa.

"To-morrow morning, probably. I should think Pow would take me first and you next."

"Oh dear," she faltered, "how I hope he won't see Uncle Elias!"

(To be continued.)

MATCHES BY POST.

HEAVY FINES FOR BREAKING THE LAW.

Mr. Patrick David de Lazlo, an under-graduate at Balliol College, Oxford, and a son of the artist, was fined £10 and £10 costs at Marlborough street Police Court for sending a "Christmas box" of matches by post to Baroness von Jenisch, Germany.

Mr. H. E. Gallaher, for the General Post Office, stated that the packet was sent to Croydon aerodrome, and might have imperilled the lives of the pilot and passengers of an aeroplane.

When the bag containing the air mail for Germany arrived at Croydon aerodrome on December 23 the bag for Hamburg, when thrown to the ground, was seen to be giving forth smoke, and when it was opened it was found that the box of matches had just ignited.

Mr. de Lazlo pleaded ignorance of the Post Office Act, 1908, which forbids the sending of matches by post.

Mr. Anthony Ronald Vickers, of Englefield Green, Surrey, a member of the firm of Vickers Armstrong, also pleaded guilty to a similar offence on December 23 last, when he sent a "Christmas box" of matches to Sir Edward Nicholl, Shepperton.

When it reached the South-Western District Office, London, it exploded, and smoke came out. No damage was done. With the box was a message, "May you strike lucky, every time." "But," commented Mr. Gallaher, "it struck unlucky." (Laughter.)

Mr. Vickers, who also pleaded ignorance of the law on the point, was fined £5, with £5 costs.

Nearly 350 officers will be required by the Royal Air Force for flying duties during the present year, under the short service commission scheme, the average rate of appointment being approximately 40 each month.

Northumberland Avenue after dinner.

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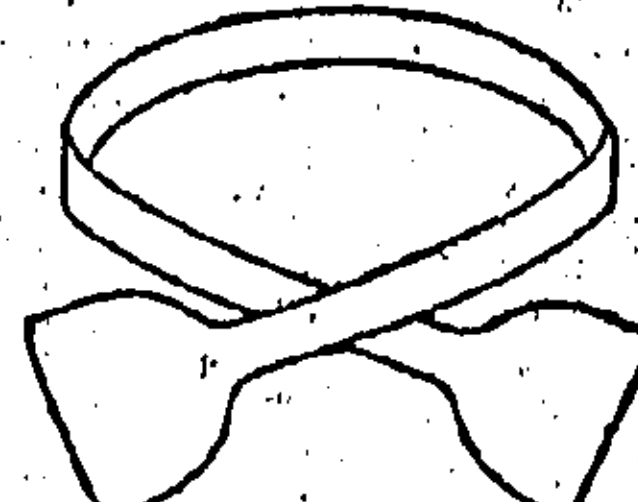
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(To be continued.)

DRESS TIES



THE man who likes to be not merely in the fashion but right on top of it will appreciate the 'PARK'



FOR every man it is dignified—and as it is one of the AKKO range of tailored ties it is immaculate.

Both these ties should be ordered in accord with size of collar worn.

LANE, CRAWFORD, Ltd. MEN'S WEAR STYLISTS

AN EXPLODED CLAIM.

DISOWNED BY MEMBER OF TSAR'S FAMILY.

Paris, Feb. 9.

Russian Monarchists in Paris are amazed at the revival of the story (which they thought exploded long ago) of the woman calling herself the Grand Duchess Anastasia. According to the tale, the woman is supposed to have escaped execution by lying with a young Russian soldier named Tchikovsky to Roumania, where she married him and gave birth to a son.

M. Alexandre Kroupenky, President of the Superior Russian Monarchist Council in Paris, says, "I think the Grand Duke Andrew Vladimirovich has made a mistake, because all the other Grand Dukes and Grand Duchesses, who knew the Grand Duchess Anastasia, have seen this young woman and know that she is not the Tsar's youngest daughter."

"The real name of this woman is Francelka Shantzkovska, and she is a Polish peasant. She cannot even speak Russian but speaks German with a Polish accent. I myself made an exhaustive study of the whole question at the same time that it was being thoroughly investigated four years ago."

"The case was first raised by a Berlin evening paper, and an important investigation was made. The decision reached was that the story had no foundation."

"Among the many persons who have seen this woman are the Grand Duchess Olga, sister of the late Tsar, Prince Yousouf, Professor Giffard, who was the Swiss tutor to the Royal Family in Russia, and also the valet de chambre of the Tsar, who came from Lithuania to see the woman."—Central News.

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C. L. C. SANDES, Manager.

6, Queen's Road Central, Hongkong, April 17th, 1928.

Rome, Feb. 11.—Figures relating to the state of the Italian Treasury on December 31, 1927, are published here. They show an "effective surplus" of 17,000,000 lire (approx. £185,000). The current account of the Treasury with the Bank of Italy for service in the provinces is said to have shown on December 31 last a credit in favour of the State of 1,130,000,000 lire (£12,280,000). The bank note circulation decreased by 400,000 lire (£4,347,000). In the aggregate the internal public debt on the same date amounted to 86,423,000,000 lire (£940,000,000), instead of 96,270,000,000 lire (£1,045,000,000) on October 31, 1927. It is pointed out that in view of the coming into effect of the Decree of December 21, 1927, all debt relations between the State and the Bank of Italy have been eliminated.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

GAME
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CARE
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TO YOKOHAMA via MOJI & KOBE	Kumsang	Wed. 4th Apr at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Kutsang	Wed. 21st Mar at 7 a.m.
TO CANTON	Kwaisang	Tues. 20th Mar at 7 a.m.
TO STRAITS & CALCUTTA	Hosang	Fri. 23rd Mar at 3 p.m.
TO SANDAKAN	Hinsang	Thurs. 22nd Mar at 3 p.m.
TO TIENTSIN	Chongshang	Satur. 17th Mar at 6 p.m.

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Paris, Feb. 16.—The murder of Senor Paredes, a Jesuit official resident in Paris, has become more mysterious by the discovery that a case believed to contain important papers has disappeared from his flat. Considerable sums of money were found lying about when the crime was discovered.

The Midland Bank has arranged with many of the leading hotels in England to accept in payment of hotel bills Travellers' cheques issued by the bank. A booklet giving the names of the hotels where proprietors accept such cheques is issued by the bank to its customers.

SWEEP NUMBERS.

THE LUSITANO CLUB DRAW.

The drawing of the Lusitano Club's Dollar Sweep on the "First Aggregate Stakes" to-day is as follows:

Winsome Stag	27568
Boxing Eve	25702
New Year's Eve	19549
Bengal	27249
Little Sit Tang	13222
Chow Tze Lon	16573
Chemal	9353
Comrade of Verona	13492
Duke of Verona	21470
Warlordship	7535
San Diego	18896
San Francisco	23578

1st Prize \$12,070, 2nd Prize \$3,705, 3rd Prize \$1,850. Other Ponies entered \$225 each.

The \$10 sweep drawing, on the "Keltie Handicap 'A' Class," resulted:

Bengal	8699
Boxing Eve	1830
San Diego	1445
New Year's Eve	1832
Comrade	1593
Chemal	2947
Coos Bay	3125
Duke of Verona	1264
Blackstone Hall	2019
Mongolian Stag (late Dumfries)	2871
Little Sit Tang	3177
U Un Un	3207
Warlordship	2336
Ukelele	2533
King of the Plains	1292

1st Prize \$2,725; 2nd Prize \$775; 3rd Prize \$355. Other Ponies entered \$95 each.

SERVICES HOCKEY SHIELD.

SUBMARINE FLOTILLA WINS.

After a stern tussle and a goalless first half the 4th Submarine Flotilla won the United Services Hockey Challenge Shield on the Royal Navy ground at King's Park yesterday afternoon, beating a team from H.M.S. Tamar by two goals to none in the final match.

In previous rounds H.M.S. Tamar beat the Hongkong and Singapore Royal Artillery by two goals to two and the Destroyers by three goals to one. The Submarines beat the Queen's Regiment by one goal to nothing, the King's Own Scottish Borderers by four goals to nothing and H.M.S. Argus by the only goal scored in the match. Thus the Tamar had a total of seven goals for and three against while the Submarines secured six goals for and none against.

After the match the shield was presented to the captain of the winning team, Lt. Davies, by Mrs. Glencross, wife of Capt. Glencross of H.M.S. Titania.

Following are the teams:
Submarine Flotilla—Lt. Pinchin, Lt. G. Duff and Surg. Lt. Cdr. North; Lt. Debenham, Lt. Davies, and Lt. Collins; Lt. Cdr. Claridge, Lt. Phillips, Lt. Sladen, Lt. Cdr. Macneil, and Lt. Lonsdale.

H.M.S. Tamar—A/B Hopkins; Lt. Cdr. Brown and C.R.A. Romney; Lt. Cdr. Penrose, Lt. Waters, and Surg. Lt. Pinhas; Lt. Ashby, Lt. Phillips, Lt. Baker, Lt. Atkinson and Lt. Manderson.

During excavations at Richmond Hill workmen came upon the brickwork of what are believed to be the old Richmond Walls, which were opened in 1656, and attracted many people for the healing waters.

OUR DAILY TALK ON HEALTH.

STUDY OF CHILDREN MUST BE SPECIFIC.

OF PRIME IMPORTANCE.

Some time ago I suggested that the most important problem in public health of to-day was to make the parent know as much as his child is learning to know about the organization and care of the human body.

The parents of to-day learned little of these things in the schools of their time. To-day, anatomy, physiology and hygiene begin to be a part of the child's education from the moment it enters its first school room.

To meet the deficit, there are, all over the country, parent-teacher associations and associations for parent education which aim to provide something in the nature of graduate instruction for parents who want to be as helpful as possible.

Face Different Views.

Many parents have attempted to learn all that is written by specialists in psychology and in doctors, and find themselves in confusion because of divergent views. They absorb great amounts of philosophy, but they are not provided with the definite instructions that they need to handle specific situations. The parent education groups are planned primarily to help in systematizing the knowledge and in aiding in the specific instances.

In a consideration of the subject, Miss Edith D. Dickson of the Institute of Child Welfare of the University of Minnesota points out that it is necessary for the parent to look for causes instead of making judgments concerning the child's actions.

Instead of asking, "What shall I do to make John behave?" the parent asks, "Why is it that John does not come when I call him?"

Punishment.

Many parents are more interested in punishment for wrong actions than in the prevention of wrong actions by studying their causes. One of the great advantages of group study is the realization by the parents that their child is only one of many and that other parents are passing through exactly the same type of experience.

The child's behaviour is the result not only of its physical nature, but also of the environment in which it lives. It reacts to all of the personalities that surround it. An intelligent parent will see to it that the child is given an opportunity to react to normal situations. A lack of intelligence means the building up of neuroses.

The Dutch Government vessel Zeemeeuw capsized in a storm off Sourabaya on Feb. 9. The overturned craft was sighted by aeroplane. Of the crew of 39 the steamer Menten, owned by the Batavia Petroleum Company, rescued 30. The second officer, who was a native and eight other natives, were drowned.

LAWN TENNIS.

LAST EVENING'S MATCHES.

The full results of yesterday's games were as follows:

Open Singles.—Major Stevenson beat Major C. Wilson 6-1, 6-1, 6-3; T. Akiyama beat Luk Ding-chung, 7-5, 6-4, 6-3.

Open Doubles.—J. M. A. Barack and J. A. Cassumbay beat T. Ema and N. Inagaki, 7-5, 6-3, 6-3. Club Championship.—G. C. Grove beat H. Owen Hughes, 6-3, 2-6, 6-4; J. G. Lawrie beat G. F. H. Richard, 6-0, 6-1.

Handicap Singles "B"—H. V. Parker (rec. 16) beat J. M. Norris (rec. 15), 6-4, 6-3.

Handicap Doubles.—S. E. and D. S. Green received a walk over from Rev. Alexander and Capt. Dobbie.

Monday's programme is as follows:

Open Singles.—A. D. Humphreys v. Rev. F. P. W. Alexander.

Open Doubles.—G. C. Grove and A. H. Crook v. S. A. and H. D. Rumjahn; S. E. and D. S. Green v. S. F. Kishida and T. Fujimori; Ho. Wai-bing and Chan So v. G. F. H. Richard and Lieut. Waters.

Club Championship.—H. R. Romington v. R. M. Henderson; G. Miskin v. G. W. Sewell.

Handicap Doubles.—Lieut. Col. F. J. Wyatt and Lieut. A. J. G. Tate v. J. M. Norris and A. Reid; M. D. Scott and R. P. Moodie v. Dr. C. H. Burton and G. Rankin.

Mixed Doubles.—Mr. and Mrs. G. R. Snyder v. Mr. and Mrs. R. K. Valentine.

LOCAL BILLIARDS.

WARDERS BEAT ROYAL ENGINEERS.

In a billiard match between the Warders and Royal Engineers on Thursday night, the Warders won by four matches to two and a margin of 80 points.

Scores:	R.E.s.	Warders.
Osborne	150	
Roberts	84	
Guinon	105	
Royal	160	
Penchy	108	
Maynard	137	
Total	734	
Noonan		140
Gooding		150
Johnston		150
Selby		74
Randal		160
Pile		150
Total		814

The "capping" of J. Goodfellow, the Langholm Rugby three-quarter, has been hailed with immense satisfaction in his native town and throughout the Borders generally. Goodfellow is a product of Langholm football, pure and simple, and is the second Langholm player to turn out for Scotland, the other being Tom Scott, who played for some time for Hawick. It is something of a coincidence that the young internationalist's father was a contemporary of Tom Scott, both of whom played in the Langholm seven who won at Hawick sports in 1899. J. Goodfellow has been an outstanding three-quarter in the South for a season or two, and is fast and clever. He was one of the few successes in the South team who fell so heavily before the Waratahs.

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"TINHOW"	20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Inh. Port Amelia, Mozambique, Olinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone Central 4791.

THE BANK LINE, Ltd.



THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"PHILOCTETES" 20th Mar. M'les, L'don, R'dam, H'burg & Hull
"AENEAS" 3rd Apr. Mar'les, London, R'dam & Glasgow
"BARPEDON" 10th Apr. Mar'les, London, R'dam & Glasgow
"CALOCHAS" 1st May Mar'les, London, R'dam & Hamburg

LIVERPOOL SERVICE

"POLYPHEMUS" 4th Apr. Genoa, Havre, Liverpool & Glasgow
"BELLEROPHON" 20th Apr. Havre, Liverpool & Glasgow
"ORRESTES" 20th May Genoa, Havre, Liverpool & Glasgow
"OANFA" 20th Jun. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via Kobe & Yokohama
"TYNDAREUS" ... 31st Mar. Victoria, Vancouver & Seattle
"PROTESILAUS" ... 19th Apr. Victoria, Vancouver & Seattle

NEW YORK SERVICE

STEAMER 29th Jun. ... Boston, New York & Baltimore
--

PASSENGER SERVICE

"AENEAS" 3rd April ... Singapore, Marseilles & London
"BARPEDON" 10th April ... Singapore, Marseilles & London
"PATROCLUS" 16th May ... Singapore, Marseilles & London
"ANTENOR" 13th June ... Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:—

Butterfield & Swire,

Agents



"You know, it is a marvel in organization how a fleet of 17 immense President Liners can be handled with such efficiency and positive dependability! One week a President sails for Victoria, B. C. and Seattle via the Short Route, and the next week one to San Francisco and Los Angeles via Honolulu. Every two weeks a President sails for the Straits, Colombo, via Suez to the Mediterranean, direct to New York, Boston and California. And every few days one of them sails Interport. That's what I call real steamship service."

Weekly Trans-Pacific Service

To San Francisco and Los Angeles	To Seattle and Victoria
The Sunshine Belt via Honolulu	The Short, Straight Route to America
Fortnightly sailings on Tuesdays	Fortnightly sailings on Wednesdays
Pres. Lincoln ... Tues., Mar. 27th	Pres. Grant ... Wed., Mar. 21st, 7 a.m.
Pres. Madison ... Tues., Apr. 10th	Pres. Cleveland ... Wed., Apr. 4th
Pres. Jackson ... Tues., Apr. 24th	Pres. Pierce ... Wed., Apr. 18th
Pres. McKinley ... Tues., May 8th	Pres. Taft ... Wed., May 2nd

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Adams Sun., Mar. 25, 8 a.m.

Pres. Monroe ... Sun., May 6, 8 a.m.

Pres. Garfield Sun., Apr. 8, 8 a.m.

Pres. Wilson ... Sun., May 20, 8 a.m.

Pres. Harrison Sun., Apr. 22, 8 a.m.

Pres. V. Baran... Sun., Jun. 3, 8 a.m.

To Manila			
Pres. Lincoln	... Mar. 19th, 6 p.m.	Pres. Madison	... Apr. 2nd, 6 p.m.

For Bookings, Passengers and Freight Information apply to
Hong Kong and Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795.

Cable Address "Dollar"

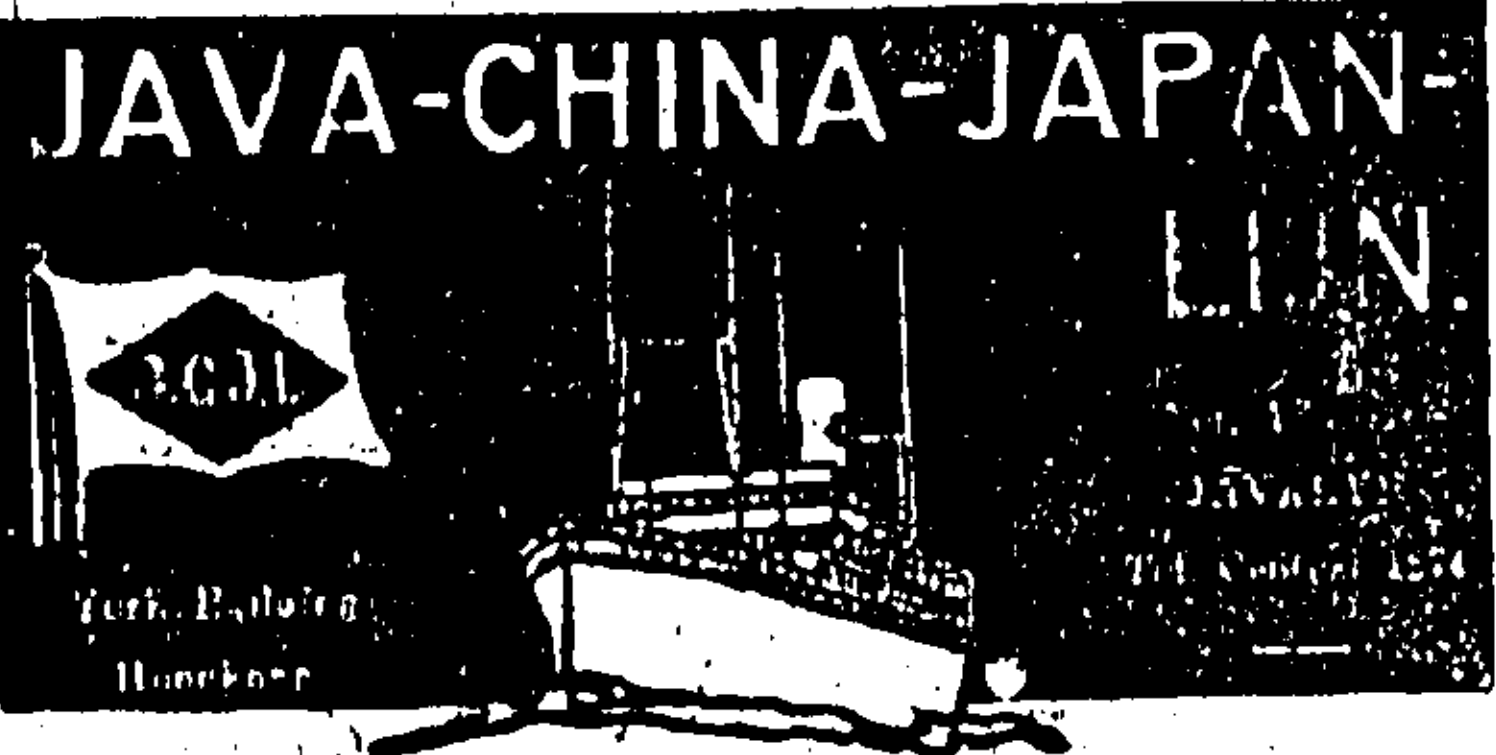
American Mail Line and Dollar Steamship Line

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110 \$102 \$83 via SAN FRANCISCO
\$440 \$420 via JAPAN & SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	Tuesday, 20th Mar.
Tonyo Maru	Tuesday, 20th Mar.
LONDON via Singapore, Suez, Marseilles & Ports.	Saturday, 24th Mar.
Kashima Maru	Saturday, 24th Mar.
Hakone Maru	Saturday, 24th Mar.
SYDNEY & MELBOURNE via Manila & Ports.	Wednesday, 21st Mar.
Tango Maru	Wednesday, 21st Mar.
AKI Maru	Wednesday, 21st Mar.
BOMBAY via Singapore, Penang & Colombo.	Saturday, 17th Mar.
Tokushima Maru	Saturday, 17th Mar.
Gemona Maru	Wednesday, 28th Mar.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles Mexico & Panama.	Thursday, 19th Apr.
Bokuyo Maru	Thursday, 19th Apr.
SOUTH AMERICA (EAST COAST) via Singapore, Capetown & Ports.	Tuesday, 10th Apr.
Hakata Maru	Tuesday, 10th Apr.
NEW YORK and/or BOSTON via PANAMA.	Tuesday, 27th Mar.
Mayohashi Maru	Tuesday, 27th Mar.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.	Saturday, 14th Apr.
Yama Maru	Saturday, 14th Apr.
CAIRO via Singapore, Penang & Rangoon.	Wednesday, 21st Mar.
Nagasaki Maru	Wednesday, 21st Mar.
NAGASAKI, KOBE & YOKOHAMA.	Saturday, 17th Mar.
Aki Maru	Saturday, 17th Mar.
Mishima Maru	Friday, 20th Apr.
SHANGHAI, KOBE & YOKOHAMA.	Tuesday, 20th Mar.
Fuefuki Maru	Tuesday, 20th Mar.
Tsuruga Maru	Wednesday, 21st Mar.

For further information apply to:— NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, (private exchanges to all Depts.)



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjislandi	Batavia	In Port	17th Mar	Amoy, Shanghai & Keelung
Tjislandi	S'hai, K'lung	19th Mar	21st Mar	Batavia
Tjislandi	Java, M'ia	19th Mar	21st Mar	Swatow & Manila
Tjislandi	Java, M'ia	28th Mar	27th Mar	Amoy, N. China
Tjislandi	N. China	28th Mar	28th Mar	Batavia
Tjikembang	Batavia	29th Mar	1st Apr	Amoy, Shanghai & Keelung
Tjislandi	S'hai, K'lung	2nd Apr	4th Apr	Batavia
Tjislandi	Java, M'ia	9th Apr	10th Apr	Amoy, N. China
Tjislandi	N. China	9th Apr	11th Apr	Mesur & Java
Tjikembang	Batavia	12th Apr	15th Apr	Amoy, Shanghai & Keelung

† Via Macassar
† Via Batavia
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the
Java-China-Japan Line.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 8 a.m. (Sundays and 11 p.m. only)
Sailings from Canton—Daily at 8 a.m. (Sundays and 4.30 p.m. only)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. (Weekdays only).
FROM MACAO: 8 A.M. and 2 P.M. (Weekdays only).

EXCURSION TO MACAO.

SUNDAY, 11th MARCH.

HONGKONG TO MACAO | MACAO TO HONGKONG

9.00 a.m. "SUI AN" | 5.00 p.m. "SUI AN"

RETURN SALOON PASSAGE FARE: \$5.00.

NOTICE:—No sailing to Macao at 2.00 p.m. Thursday 15th inst
No sailing from Macao at 8.00 a.m. Friday 16th inst

GLEN LINE.

Fare Hongkong to London \$82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUCE" (Via Oran)	12th Apr.
Motor Vessel "GLENHARRY" (Via Oran)	2nd May.
Motor Vessel "GLENHARRY" (Via Oran)	16th May.
Motor Vessel "GLENHARRY" (Via Oran)	13th June.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENHARRY" ...	22nd Mar.
Motor Vessel "GLENHARRY" ...	7th Apr.
Motor Vessel "GLENHARRY" ...	13th Apr.
Motor Vessel "GLENHARRY" ...	28th Apr.
Motor Vessel "GLENHARRY" ...	11th May.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

MURDER INQUIRY.

HEARING OF THE LAICHIKOK AFFAIR.

The hearing of the case in which Sandagar Singh, an Indian watchman formerly employed by the Standard Oil Company, is appearing on a charge of the murder of Jeta Singh, a fellow watchman, on February 18, was again continued before Mr. W. Schofield at the Kowloon Magistracy yesterday afternoon.

Mr. W. K. Dunstan, assistant Government Bacteriologist, gave evidence of having examined the tunic, trousers and overcoat belonging to the accused and finding stains of blood which gave positive preprintin reactions of human blood. It was possible, stated witness under cross-examination, that the blood was from the accused himself.

A contractor's workman living in the Chan Tai Kee matched, which is near the Indian watchmen's quarters, was called and he spoke of one of the men visiting his shed to borrow a stone to sharpen a chopper on the night of February 18.

When asked by Mr. T. S. Whyte-Smith, who appeared for the Crown, about an identification parade which was subsequently held at the Yau-mat Police Station, witness said that he had recognised a man who had the appearance of the accused as the man who had visited his shed on the night of the murder.

Witness later corrected this statement by saying that he picked out the defendant as a watchman employed at the Standard Oil Company's installation at Laichikok. He had not seen the Indian who had borrowed the stone as it was too dark. He was always under the impression that he was required to identify a watchman belonging to the Standard Oil Company.

Continuing with his evidence of the incident on the night of the murder, witness said that he gave the man permission to use the stone and he then retired to his room. He later heard the sound of a knife or chopper being sharpened.

The case was again adjourned.

POSTAL UNION.

NORTH AND SOUTH DRAW UP AGREEMENT.

Peking, Mar. 16.
The text of the postal agreement is published. It provides for the establishment of Directorates in the North and South, each with a Director General, co-Director General, and Deputy Director General. The present Co-Director in the North will concurrently act as Co-Director in the South, where he will have a representative in future. The Co-Director General will be appointed by both Directorates.

For the time being the organisation of the postal service in the North is to remain unchanged, while the South will temporarily establish General Affairs and Audit departments. All routine affairs will continue to be carried on by the Northern Directorate, but the Southern will have the right to check such matters.

The existing rules as to staff, executive work, and business transactions (vide the postal compendium) will remain unchanged, except where there is a conflict with the provisions of this agreement.

The budgets governing the ordinary, capital and special expenditure will be jointly examined and passed by both directorates. All funds will be deposited in the banks in the name of the Administration, and be controlled by the Co-Director General.

The annual working surplus will be deposited in separate banks, and not appropriated without the consent of both Directorates.

The Directorates shall, wherever possible, use Chinese for official correspondence, which will be effective only if signed by the Director General, and Deputy Director.

Contracts and agreements with other institutions will be effective only if drawn up after consultation by both directorates and signed by both.

Staff movements of employees receiving more than \$150 a month must be agreed on by both directorates.—*Reuter.*

COMPANY RESULT.

WATSON'S MAKE PROFIT OF \$132,237.

Messrs. A. S. Watson & Co. Ltd., announce that the profit for the twelve months ended 31st October, 1927, amounts to \$132,237.73, which, together with the carry forward of \$57,106.89 from the previous year, leaves \$189,344.67 available for appropriation.

The Directors will recommend at the forthcoming annual meeting of shareholders that this sum be allocated as follows:

To pay a dividend of 70 cents per share which will absorb	\$84,000.00
Place to Reserve Fund	25,000.00
Write off Building Improvements	4,227.50
Pay to the Chinese Staff Superannuation Fund	5,000.00
Pay to the European Staff Provident Fund and carry forward to next account	5,000.00
	66,117.17
	\$189,344.67

An average of 56,000 vehicles pass Hyde Park corner in London daily between 8 a.m. and 8 p.m.

A fugue is a musical composition on one or more short themes which are reintroduced from time to time.

CONSIGNEES' NOTICES.

AMERICAN & MANCHURIAN LINE.

From NEW YORK.

The Steamship,

"CITY OF DURHAM."

having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 22nd March, 1928, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before 29th March, 1928, or they will not be recognized.

All broken, chafed & Damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and noon, within the Free Storage period of one week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

THE BANK LINE, LTD.
General Agents.

PROPERTY SALE.

TWO LOTS DISPOSED OF.

There was a small attendance at the Auction Rooms of Messrs. Lamont Brothers yesterday afternoon, when property situated in Kowloon and Victoria were disposed of. Neither lot elicited spirited bidding; the one being knocked down to one bid and the other to two raises. There was a notable lack of enthusiasm among the prospective buyers, when the opening prices were announced.

Lot No. 1 was ground situated at Yau-mat and registered as the Remaining Portion of Kowloon Island Lot No. 629 with the buildings thereon known as Nos. 513 to 621 (odd numbers) Nathan Road, held for the remainder of a term of 75 years from December 1894, having an area of 7,175 square feet at an annual Crown Rental of \$34.25.

The opening price was \$35,000 with minimum bids of \$200. One raise was registered and the lot was knocked down to the Kwan Hong.

Lot 2 was ground situated in Victoria and registered as Section C and the Remaining Portion of Inland Lot No. 424 with the buildings thereon known as Nos. 1 to 23 (odd numbers) First Street, held for a term of 999 years from August 1855 and having an area of 6,548 square feet at an annual Crown Rental of \$100.

Opening at \$170,000 with minimum bids of \$200, there were only two calls and the lot was knocked down to Mr. Leung Ching at \$170,400.

TEAPOT DOME ECHO.

SINCLAIR'S CONTRIBUTION TO REPUBLICAN FUNDS.

Washington, Mar. 16.
Senator Borah has announced that he will endeavour to raise a Republican party fund with which to repay the \$150,000 contributed by Harry Sinclair to the party funds in 1925.—*Reuter's American Service.*

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levant, etc.

Peninsular & Oriental Fortnightly Direct Royal Mail Steamers.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
KASHMIR	8,985	17 Mar. noon	M'les, L'don, A'werp & Hull
KARMALA	9,128	24th Mar.	Marseilles, Casa Blanca, L'don & A'werp
MIRZAPORE	6,715	27th Mar.	Straits, Colombo & Bombay
MANTUA	10,946	31st Mar.	Marseilles & London
KALYAN	9,144	7th Apr.	Marseilles, L'don & A'werp
MONGOLIA	16,504	14th Apr.	Marseilles & London
NAGFORE	5,283	21st Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles & London
KASHGAR	9,005	12th May	M'les, L'don, A'werp & Hull
JEYPORE	5,318	19th May	Marseilles & London
MALWA	10,986	26th May	Bombay, Marseilles & London
DELTA	8,097	9th June	M'les, L'don, A'werp & Hull
NOVARA	6,989	16th June	Bombay, Marseilles & London
RANPURA	16,501	23rd June	Bombay, Marseilles & London
KHYBER	9,114	7th July	M'les, L'don, A'werp & Hull

*Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hongkong to London.

†Cargo only.

Frequent connections from Port Said for Peninsular & Cargo to Constantinople, Persia, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	20th Mar. noon	S'pore, Penang & Calcutta
TAKLIWA	7,936	24th Mar.	S'pore, Penang & Calcutta
SHIRALA	7,841	30th Mar.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	30th Mar.	Manila, Sandakan, Thure, Island, Townsville, B'bane
ARAFURA	6,000	4th May	Sydney and Melbourne.
TANDA	6,656	1st June	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.

The P. & O. S. S. Co. Ltd. steamers will also call at Shanghai, H'klo, Cebu, Colombo, Tawau, Timor, Darwin, or other ports en route as indicated on the following:

Frequent connections from Australia with the following:—

The Union S. S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.

The New Zealand Shipping Co's Steamers to Southampton and London via Cape.

SAILINGS TO SHANGHAI & JAPAN

INAGFORE	5,283	18th Mar.	S'hai, Kobe & Yoko
SANTHIA	7,754	21st Mar.	Amoy, Moji, Kobe & Osaka
LAHORE	5,252	24th Mar.	Amoy, Moji, Kobe & Osaka
TAKADA	6,949	28th Mar.	Amoy, Moji, Kobe, Osaka & Yoko
MOREA	10,953	30th Mar.	S'hai, Moji, Kobe & Yoko
ARAFURA	6,000	3rd Apr.	Moji, Kobe, Osaka & Yoko
TALAMBA	8,018	11th Apr.	Amoy, S'hai, Moji, Kobe & Osaka
JEYPORE	6,318	13th Apr.	S'hai, Moji, Kobe & Yoko
KASHGAR	9,005	13th Apr.	Amoy, Moji, Kobe & Osaka
TILAWA	10,006	21st Apr.	S'hai, Moji, Kobe & Yoko
MALWA	10,986	27th Apr.	Moji, Kobe, Osaka & Yoko
NOVARA	6,989	8th May	Moji, Kobe, Osaka & Yoko
TANDA	6,956	8th May	Moji, Kobe, Osaka & Yoko
DELTA	8,097	11th May	S'hai, Moji, Kobe & Yoko
RANPURA	10,601	25th May	S'hai, Kobe & Yoko
NANKIN	7,058	4th June	S'hai, Moji, Kobe & Yoko
KHYBER	9,114	8th June	S'hai, Moji, Kobe & Yoko
RAWALPINDI	16,619	21st June	S'hai, Kobe & Yoko

†Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24 ft. x 24 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C., Agents.

BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD. AND)

AMERICAN & MANCHURIAN LINE.

(MELLERMAN & HUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CITY OF DURHAM"	... via Suez Canal 18th Mar.
S.S. "CITY OF BOMBAY"	... via Suez Canal 20th Apr.
S.S. "CITY OF EASTBOURNE"	... via Suez Canal 18th May.

Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without Notice.

For freight and particulars apply to:—
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Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping."

THESE NEW "VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

See also Most Up-to-date First & Second Class Passenger Accommodation, HONGKONG TO SYDNEY—19 DAYS.

VESSEL	Due Hongkong on or about	Sails thence on or about
CHANGTE	6th April	13th April
TAIPING	11th May	18th May
CHANGTE	8th June	15th June
TAIPING	10th July	17th July

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 38.

Agents.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

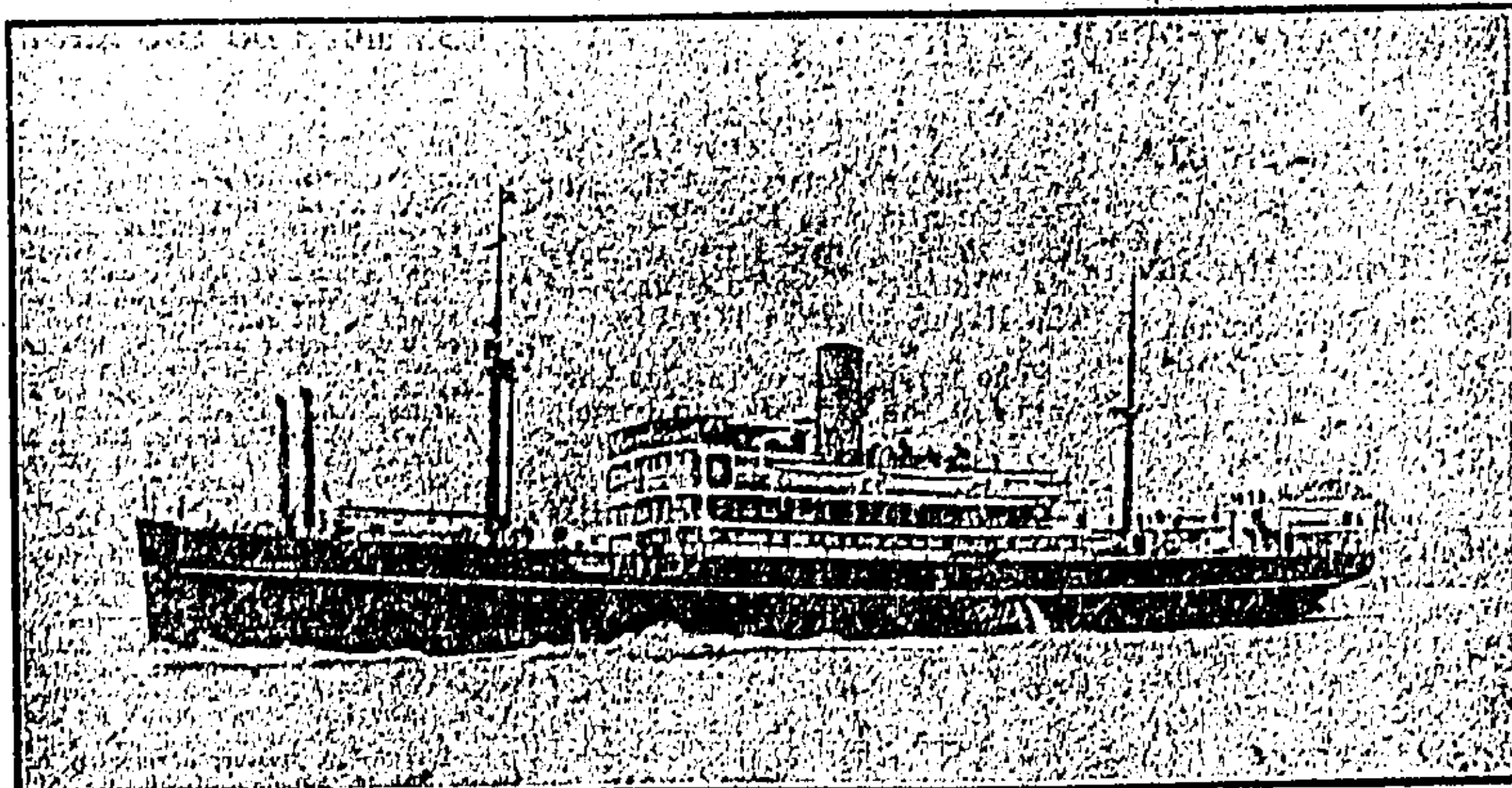
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Brass Founders, Forge Masters, Electricians.



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Passenger and Cargo Vessel Built and Engineed at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK CO., LTD., to the order of the AUSTRALIAN-ORIENTAL LINE, LTD. For Australia-Hongkong Service.

Please address enquiries to the Chief Manager—

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HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
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KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and Cold
Water, also Telephone.

Hotel launch meets all steamers.

(\$25 for thirty Third Tickets can be had at the Office of the above

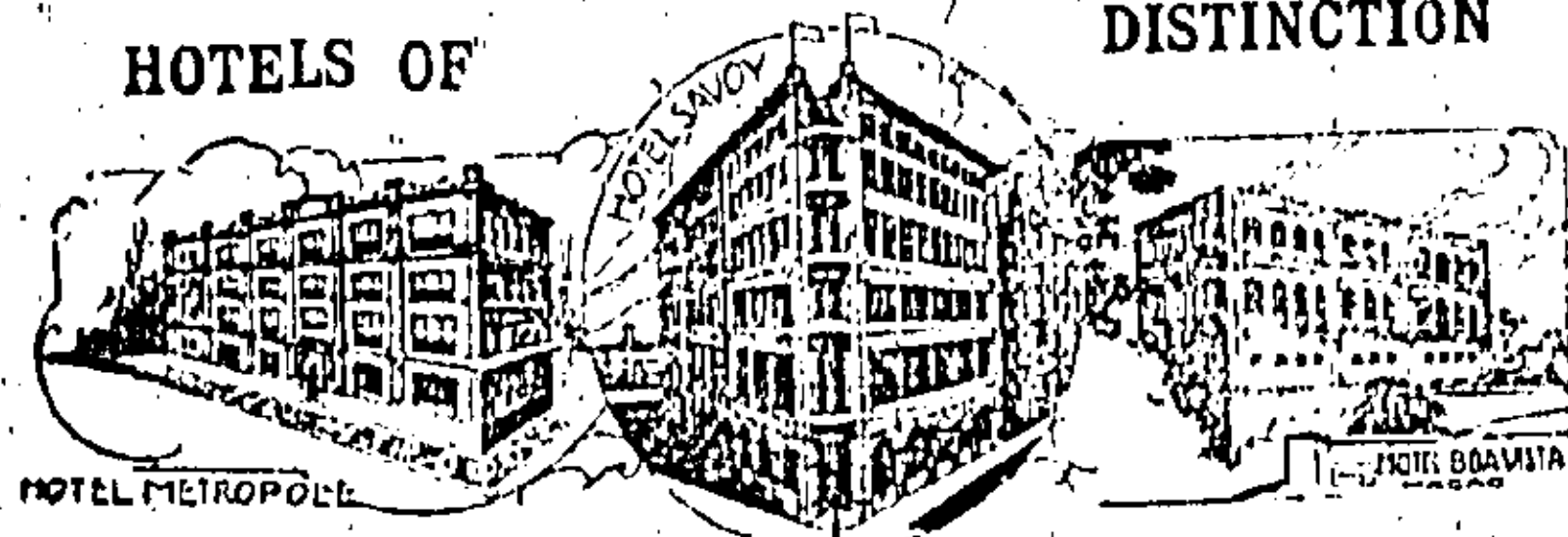
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Manager.

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DISTINCTION



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The Kowloon Hotel
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The Premier Hotel in Kowloon with all modern conveniences.
High Class Cuisine and Table Appointments. Wonderful view of the
Harbour and Peak, and five minutes from the Ferry, Wharves and
Railway Station. Representative meets all steamers.

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Cables. "Kowhotel." Kowloon.

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Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fan throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:

Mrs. J. H. OXBERRY, Proprietress.

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Cables:—
"EUROPE
Singapore."

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL LTD.

Arthur E. Odell, Managing Director.

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Cable Address:—"RIVIERA, MACAO"

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THE FINAL EXPRESSION
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at 1 and 3, Wyndham Street, in the City of Victoria, Hongkong.

TO-DAY'S FILMS.

MARY PICKFORD AT THE
QUEEN'S.

Pictures showing to-day for the
last time are "My Best Girl" at
the Queen's Theatre, "The Un-
derstanding Heart" at the World,
and "The Sap" at the Star. "My
Best Girl" is the story of the life
of a little shop girl who works
in a five-and-ten cent store, and
through all the hard knocks she
receives, still believes in better
things. She is an enigma even
to her family who cannot under-
stand the idealism with which she
goes through life. At the store
she meets and falls in love with
the son of her employer having
no idea as to his identity. Charles
Rogers plays opposite
Miss Pickford and is spoken of as
being one of the most promising
young players of the screen.
Others worthy of mention include
Robert Bosworth who is the own-
er of the store in the picture and
a well known actor, and Evelyn
Hall, an English actress lately
transferred to the screen.

World Theatre.

"The Understanding Heart,"
which is showing at the World
Theatre, is a thrilling story of
the life of the California forest
rangers. The leading players are
Joan Crawford, Carmel Myers,
Rockcliffe Fellowes and Francis
X. Bushman Jr. The picture has
for its setting the beautiful
Wosomite Valley and it is here
that most of the outdoor scenes
take place. Placed as lookout for
forest fires on the top of a mount-
ain is the role played by Joan
Crawford whose escape from the
station when surrounded by fire
is one of the exciting scenes of
the picture.

Star Theatre.

"The Sap" tells the story of a
young man, spoiled and petted in
his youth by his mother and who,
when he is of age and sent out to
face the world finds himself
beaten at heart a coward. Then
comes the war when he is drafted
to France and is accidentally
made a hero. On his return home
he is continually assaulted by the
town bully. The whole picture
may be said to be a close study
of fear and it has been handled
with remarkable skill and know-
ledge of life.

ROYAL OAK AFFAIR
SECRECIES.

(Continued from Page 1.)

There had been no court-martial.
So far as he was aware, there had
been an inquiry merely concerning
two or three senior officers on the
Royal Oak. It was understood the
Admiral's flag had been transferred
to another ship.

Admiralty Statement.

An Admiralty Communique
states: "A Court of Enquiry was
held at Malta in order that the
Commander-in-Chief of the Medi-
terranean Station could investi-
gate certain disciplinary matters,
in which Rear Admiral Collard,
Captain Dewar and Commander
Daniels were involved. As the re-
sult of the inquiry the three offi-
cers concerned were suspended
from duty by the Commander-in-
Chief, whose report has not yet
been received by the Admiralty.
Since the First Lord made a state-
ment in the House of Commons to-
day, he has ascertained that
Admiral Collard's flag has not been
transferred to another ship, as he
inferred from an earlier tele-
gram, but has been struck, and
that Admiral Collard is still at
Malta. It is hoped the Press will
not prejudice the matter, but
await the Admiralty's statement
on the case."—*Reuter*.

HAGEN'S CHALLENGE
TO BRITAIN.ALSO ACCEPTS COMPTON'S
SUGGESTION.

London, Mar. 16.
It has been privately learned in
London, that Walter Hagen will be
coming to England in April to com-
pete for the British Open Golf
Championship at Sandwich.

The championship will be played
in May, commencing on the 7th.
Walter Hagen has also accepted
Archie Compston's challenge for a
match of £500 aside for the
"world's championship."—*Reuter*.

ROYAL W.A.F.F.

London, Mar. 16.

The King has honoured the West
African Frontier Force by approv-
ing the change of its title to the
Royal West African Frontier Force.
—*British Wireless*.

QUEEN SOURIIYA A
TRUANT.VISITS IDEAL HOMES INSTEAD
OF BIRMINGHAM.

UTOPIAN RESIDENCE.

London, Mar. 16.

The Queen of Afghanistan this
afternoon paid a surprise visit to
the Ideal Home Exhibition at
Olympia. It had been arranged
originally that she should accom-
pany King Amanullah to Birming-
ham, but she decided to remain in
London.

Thus, while King Amanullah
was inspecting works and factories
at Birmingham, his Queen was
getting an insight into English
home life in its most up-to-date
features.

Although no official announce-
ment was made of her intended
visit, when she arrived a great
crowd was waiting to greet her.

The first exhibit which the
Queen inspected was the house of
the future—a Utopian residence
in which are visualised the won-
ders which, it is anticipated, will
add to the daily comforts of the
householders in the year A.D. 2000.
—*British Wireless*.

WRIGHT AEROPLANE
CONTROVERSY.BUILDER NOT MISLED BY
"CLEVER WORDS."

Dayton, O., Mar. 16.

Mr. Orville Wright states that
he is not satisfied with the state-
ment issued by the Smithsonian
Institution in their desire to secure
his plane.

He described the statement as
"a clever use of words which do
not adjust the controversy" and
claims that investigation is still
needed.

The Wright plane is now in Eng-
land, and will be placed in the
Science Museum, South Kensing-
ton.

Washington, Mar. 16.

The Smithsonian Institution to-
day accorded the Wright brothers
the credit of making the first suc-

ROUND THE BEND.



Mr. E. M. Ponsford, one of
the competitors in last Sun-
day's Motor-Cycle Reliability
Trial, is here seen on his Sun-
beam, negotiating one of the
difficult bends on the hillside.
(Photo: Welcome Studio).

cessful flight in a heavier-than-air
machine carrying a man.—*Reuter's
American Service*.

DIPLOMATIC CHANGE.

SIR ODO RUSSELL APPOINTED
TO THE HAGUE.

London, Mar. 16.

The King has approved the ap-
pointment of Sir Odo Russell,
Envoy Extraordinary and Minister
Plenipotentiary to Holy See since
1922 to be Envoy Extraordinary
and Minister Plenipotentiary at
The Hague.—*British Wireless*.

[The second son of the 1st Lord
Amphill, the Hon. Sir Odo Russell,
K.C.M.G., K.C., V.O., has been 36
years in the Diplomatic Service,
having served in various capacities
in Rome, Athens, Petrograd, Ber-
lin, Buenos Aires, Vienna, and
Bern. For many years he was
private secretary to Sir Edward
Grey.]

N. Z. RUGBY INVITATION.

London, Mar. 16.

The Rugby Football Board has
decided to decline an invitation
from New Zealand to send a team
there owing to the inability to
secure a team fully representing the
home countries.—*British Wire-
less*.

NEW ANTI-PIRACY
REGULATIONS.

(Continued from Page 1.)

which it shall appear that such search
has been completed.

10. Subject to exemption granted un-
der these regulations and to the pro-
visions hereinafter contained, no ship
shall carry any passenger or attempt to
carry any passenger from the harbour
of Victoria on any voyage within the
local trade limits as defined in the
Merchant Shipping Ordinance, 1909,
or leave or attempt to leave any place
of mooring or place of call in the
said harbour, while carrying or for
the purpose of carrying any passen-
ger to any place within the said local
trade limits, unless and until a search
of the nature mentioned in the fore-
going regulation 9 has been carried
out, nor until the master or other
person in charge thereof shall have
obtained a certificate in writing of
the kind mentioned in the said regu-
lation 9. Provided that this regula-
tion shall not apply in the case of
any launch or motor boat on occasions
when it is used solely for purposes of
pleasure: Provided also that this
regulation shall not apply to any ship
anchoring solely for purposes of
navigation.

11. No ship to which the fore-
going regulation 10 applies shall call
at any place en route unless such
place of call and the intended hour
of departure therefrom has been
notified to and approved by the Cap-
tain Superintendent of Police. Ap-
proved hours of departure shall be
adhered to.

12. Except with the permission of
the Captain Superintendent of Police,
or in saving life or rescue work at
sea, no person shall be allowed to em-
bark on and nothing shall be brought
on board any ship after delivery of
the certificate required by the fore-
going regulations 9 and 10 and be-
fore leaving the waters of the Colony,
or arrival at the first place of call
therein (notified) and approved as
aforesaid, as the case may be.

Examination of Baggage.

13.—(1) Every police officer in
charge of any search or taking part in
any search required or authorised by
these regulations shall have power to search
any vessel and its stores and equip-
ment, and the master, officers, staff
and crew, and their belongings, the
passengers and their goods and bag-
gage, and the cargo, and every per-
son who may apparently be about
to go on board and everything which
apparently is about to be put on
board, and may do all such acts and
things as may be reasonably neces-
sary in order to carry out such search
effectually.

(2) The police officer in charge of
any searching party, and any police
officer superior to him, shall have
power to detain any vessel until in
his opinion the searching shall have
been completed.

(3) It shall be lawful for the police
officer in charge of any searching
party, and any officer superior to him,
to order that no passenger or thing
shall embark or be brought on board
without his express consent while the
search is proceeding; no person shall
act contrary to such order; any such
order shall be in force as soon as the
same shall have been communicated to
the master or other person in charge
of the vessel.

(4) No person shall obstruct any
such search or detention.

Must Assist Police.

14. Every owner, agent, charterer,
licensee, master, officer, member of
staff, member of crew and other per-
son shall render every assistance and
give all necessary orders and facili-
ties in his power to the police in
their searches and in all their acts
preliminary or incidental thereto and
in the carrying out of these regula-
tions, and shall use his best
endeavours at all times to see that no
arms or ammunition are smuggled on
board.

15. The Captain Superintendent of
Police shall have power, in his dis-
cretion, to exempt any vessel from
any provision or requirement of these
regulations of exemption. Every
condition imposed under this regula-
tion shall be duly performed and
observed by the grantee.

16. These regulations shall not
apply to any vessel being or having
the status of a ship of war.

HOW MUCH DO YOU KNOW?

The following are the replies to

to-day's questions:—
1. Great Barrier Reef, off the coast of
Queensland, Australia, extending northwards
for roughly 1,200 miles from the tropics of
Cape Horn to southern Guinea. British
scientists are going there to study the econo-
mic history of the reef. 2. 50,000 miles. 3.
"Lovers' not lovers' move." 4. One degree
Fahrenheit for every fifty-three feet of descent.
5. May 19, 1902, by Napoleon I., the Presi-
dent of the French Republic. 6. Richard III.
Edward VII. Edward I. George III. 7. Mat-
thew Arnold in "The Forsaken Merman."
Margaret, 8. Ancient history to end of fourth
century. A.D. medieval history to end of
fifteenth century; modern history from then
onwards. 9. The cologne in which debts may
be paid: (a) Bank of England notes to any
amount for debts over £5. (b) sold to any
amount, (c) silver up to 40s., (d) bronze
coins up to 1s. 10. Aborigine people of
Polynesian stock living in the Hawaiian Is-
lands; the use of the name was extended to
denote coloured labourers recruited for Queens-
land sugar plantations. 11. La Fontaine
(1621-1695). 12. Measure of capacity in the
metric system, equal approximately to 1½
pints.

LADY BAILEY CONTINUES.

London, Mar. 16.

Lady Bailey, flying her light aero-
plane, left Malta this morning for
Tripoli en route for Capetown.—
British Wireless.

Mary
Pickford

MY BEST GIRL

A throbbing story of young love set
gaily among the gee-gaws of a five and
ten cent store; enlivened with a thou-
sand hearty laughs and through it
all the vibrant joy of the eternal play-
girl, Mary Pickford.

SEE IT—AT LEAST ONCE!

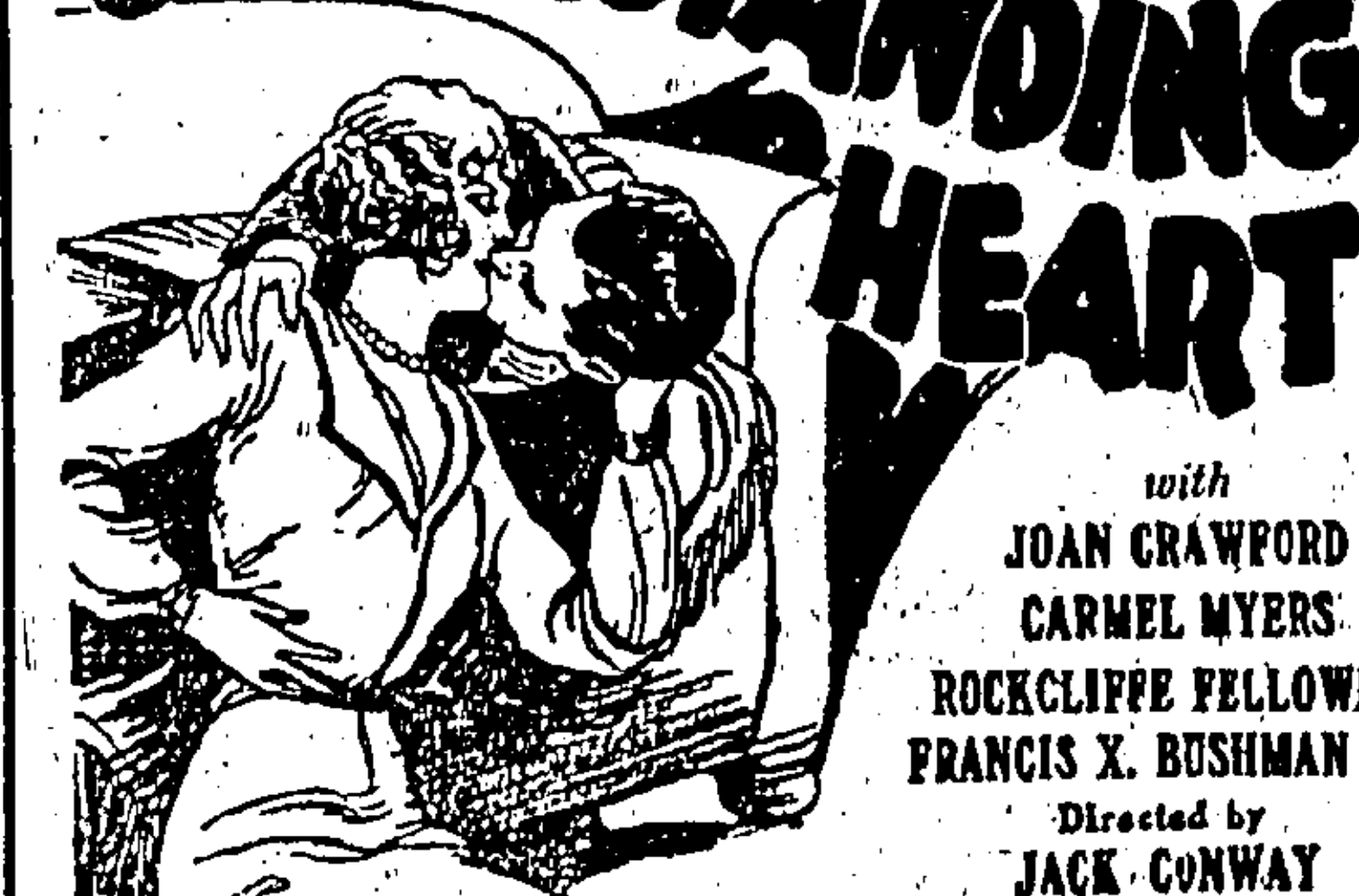
UNITED ARTISTS' PICTURE

AT THE
QUEEN'S FINAL SHOWINGS
TO-DAY

Blazing Forests—Exciting Adventure—Charming
Romance—Delightful Comedy!—

THE
UNDERSTANDING
HEART

PETER B. KYNE'S
THRILLING
NARRATIVE



with
JOAN CRAWFORD
CARMEL MYERS
ROCKCLIFFE FELLOWES
FRANCIS X. BUSHMAN JR.
Directed by
JACK CONWAY

At The
WORLD FINAL SHOWINGS
TO-DAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

The story of a man who captured twenty-two war
prisoners but feared to fight the town bully!—

KENNETH
HARLAN

in

THE
SAP

with

Mary McAllister

From the
Play.
AT THE
STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.
British Wireless.